RAILROAD

FEBRUARY, 1968 MAGAZINE FIFTY CENTS

An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it **dissolves** ugly dandruff. By tending to **normalize the lubrication** of the hair shaft it **corrects excessively** dry and oily hair. It **eliminates head scales** and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

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Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors

Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C.T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

COMATE CORPORATION Dept. 3401B
19 West 44 Street, New York, N. Y. 10036

Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

- ☐ **Enclosed find $10. (Check, cash money order) Send postpaid.**
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RUSH THIS NO-RISK COUPON TODAY!

How to get into

One of today's hottest money-making fields —*servicing 2-way radios!*

More than 5 million two-way transmitters have skyrocketed the demand for service men and field, system, and R&D engineers. Topnotch licensed experts can earn $12,000 a year or more. You can be your own boss, build your own company. And you don't need a college education to break in.

He's flying high. Before he got his CIE training and FCC License, Ed Dulaney's only professional skill was as a commercial pilot engaged in crop dusting. Today he has his own two-way radio company, with seven full-time employees. "I am much better off financially, and really enjoy my work," he says. "I found my electronics lessons thorough and easy to understand. The CIE course was the best investment I ever made."

HOW WOULD YOU LIKE to start collecting your share of the big money being made in electronics today? To start earning $5 to $7 an hour... $200 to $300 a week... $10,000 to $15,000 a year?

Your best bet today, especially if you don't have a college education, is probably in the field of two-way radio.

Two-way radio is booming. Today there are more than *five million* two-way transmitters for police cars, fire trucks, taxis, planes, etc. and Citizen's Band uses—and the number is growing at the rate of 80,000 new transmitters per month.

This wildfire boom presents a solid gold opportunity for trained two-way radio service experts. Many of them are earning $5,000 to $10,000 a year *more* than the average radio-TV repair man.

Why You'll Earn Top Pay

One reason is that the U.S. Government doesn't permit anyone to service two-way radio systems unless he is licensed by the FCC (Federal Communications Commission). And there simply aren't enough licensed electronics experts to go around.

Another reason two-way radio men earn so much more than radio-TV service men is that they are needed more often and more desperately. A two-way radio user *must* keep those transmitters operating at all times, and *must* have them checked at regular intervals by licensed personnel to meet FCC requirements.

This means that the licensed experts can "write their own ticket" when it comes to earnings. Some work by the hour and usually charge at least $5.00 per hour, $7.50 on evenings and Sundays, plus travel expenses. Others charge each customer a monthly retainer fee, such as $20 a month for a base station and $7.50 for each mobile station. A survey showed that one man can easily maintain at least 15 base stations and 85 mobiles. This would add up to at least $12,000 a year.

Be Your Own Boss

There are other advantages too. You can become your own boss—work by yourself or gradually build your own fully staffed service company. Instead of being chained to a workbench, machine or desk, you'll move around, see lots of action, rub shoulders with important police and fire officials and business executives who depend on two-way radio for their daily operations.

How to Get Started

How do you break into the ranks of the big-money earners in two-way radio? This is probably the best way:

1. Without quitting your present job, learn enough about electronics fundamentals to pass the Government FCC Exam and get your FCC License.
2. Then get a job in a two-way radio service shop and "learn the ropes" of the business. All CIE students can use our free employment service.
3. As soon as you've earned a reputation as an expert, there are several ways you can go. You can move *out* and start signing up and servicing your own customers. You might become a franchised service representative of a big manufacturer and then start getting into two-way radio sales, where one sales contract might net you $5,000. Or you may be invited to move *up* into a high-prestige salaried job with one of the major manufacturers.

The first step—mastering the fundamentals of electronics in your spare time and getting an FCC License—can be easier than you think.

Cleveland Institute of Electronics has been successfully teaching electronics by mail for over thirty years. Right at home, in your spare time, you learn electronics step by step. Our AUTO-PROGRAMMED™ lessons and coaching by expert instructors make everything clear and easy, even for men who thought they were "poor learners." You'll learn not only the fundamentals that apply to all electronics design and servicing, but also the specific procedures for installing, troubleshooting, and maintaining two-way mobile equipment.

Get Your FCC License... or Your Money Back!

By the time you've finished your CIE course, you'll be able to pass the FCC License Exam with ease. Better than nine out of ten CIE-trained men pass the FCC Exam, even though two out of three non-CIE men fail. This startling record of achievement makes possible our famous FCC Warranty: you'll be able to pass the FCC Exam upon completion of your course or your tuition will be refunded in full.

Find out more about how to get ahead in all fields of electronics, including two-way radio. Mail coupon below for two FREE books, "How To Succeed In Electronics" and "How To Get A Commercial FCC License."

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

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Last Jersey Central train from Broad St., Newark, to Elizabethport arrives at latter in evening of April 29, '67, the night before Aldene Plan took effect, switching Jersey Central trains to Pennsylvania station, Newark.

Photo by Roger Arcara

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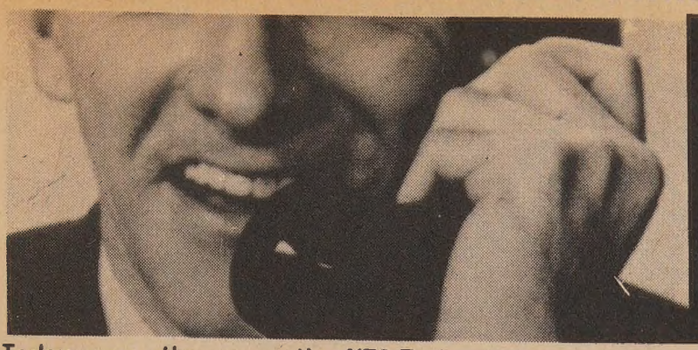

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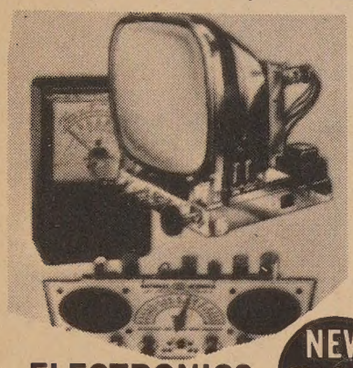

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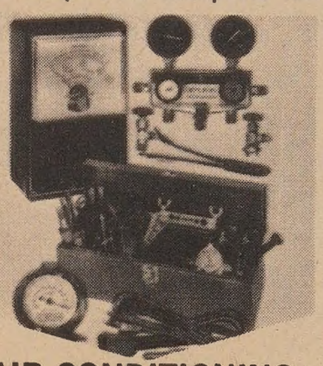
If you live cars, make cars your living! NTS gives you the technical training to become a skilled Mechanic fast in any one of four Automotive fields. Professional Tools and Equipment come with all NTS Mechanics courses at no extra cost; no kit deposits. Service your own car...repair others, and earn while you learn.



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☐ Check if interested in veteran training under the new GI Bill.

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Canadian Pacific No. 1293 pulling excursion train on Green Mountain RR. in autumn of 1964.
E. H. Brown, 402 W. Main St., Norwich, Ct. 06360

THE MAIL CAR where editors and readers meet

FRONT cover shows a scene on the Bear Creek Junction Railroad, located on U.S. Highway 129 near Topton, N.C. Pert Betty Williams is handing up lunch to Conductor Parks just before his tourist-attraction train, with a Shay on the smoky end, pulls away from the station for a mountain-side climb of 3½ miles. Betty works alternately in the gift shop and the former Nickel Plate diner, both part of the BCJ setup. The depot was built from original Southern Railway plans of the 1880's. There is also a museum of historic railroad cars and other items. The BCJ, which is closed now but will reopen in May, is a division of the Graham County Railroad. Its manager is Gilbert A. Foss, Rte. 3, Box 135A, Robbinsville, N.C. 28771. Our color-shot was made by Joseph A. Mannix, 33-18 161st St., Flushing, N.Y. ●

PENNSY'S new high-speed runs between New York and Washington will be monitored constantly by the most modern control system of any passenger trains ever operated. The 50 electric cars now being rushed to completion to start the new service early this year will use the latest developments in electronic propulsion to assure safe running at any speed.

The engineman will dial the speed with a single-control handle, while computer-controlled electronic devices will call for power or braking to maintain that speed. Each car will be self-propelled electrically and linked to the rest of the train by a continous loop-control circuit from the first car. Retardation of the train will be accomplished primarily by dynamic brakes, supplemented as needed by air-brakes applied to the wheels. (Dynamic braking is a slowing action obtained by applying an electrical resistance to the traction motors when they are made to act like generators.) Determination of the need for —and amount of—supplementary air-braking is done with the help of an additional computer. ●

BRIEFLY SPEAKING. The 131-bed Frisco Hospital, operated 68 years in St. Louis for St. Louis-San Francisco Railway employees, closed its doors last Dec. 31st, because of a city property tax, about $500 a month, and costly remodeling necessary to meet Medicare demands.

A new freight terminal opened in Toronto by Canadian National Railways is equipped to handle as many as 9,000 packages an hour.

A rail robbery of sorts occurred at the Portland (Ore.) Zoo Railway. While the cashier was away from his cage on the Zoo train, thieves reached into his cash drawer and stole $80.

Merger of the Piedmont & Northern into Seaboard Coast Line has been approved by both boards. SCL itself was formed last July by a merger of Seaboard Air Line with the Atlantic Coast Line.

"Please renew my subscription to *Railroad;* it's too good to take a chance of missing a copy," writes John E. McSweeney, 402 Main St., West Concord, Mass. 01781.

A poll by a leading opinion firm shows that the general public favors railroaders' right to strike by a margin of 59 percent in favor and 29 percent opposed. Not sure were 12 percent.

"Joe Easley's *Along the Iron Pike* is terrific," says John J. Gulick III, Box 212, Hillburn, N.Y. 10931. "Except for the *Information Booth*, it is my favorite magazine feature."

The Ford Motor strike was a hard blow for the railroads, coming on top of the general leveling-off of business. Allen Greenough, president of Pennsylvania RR, estimates loss of Ford traffic cost his system alone about $500,000 in revenues a week.

"It's amazing the set up you get in the accident investigation field."

GOOD PAY, NEW CAR, EXPENSE ACCOUNT

"I received a good starting salary, a new car, credit cards, expense account and insurance. It's amazing the set up you get in the Accident Investigation field."

Those are the words of a recent Universal Schools' graduate who went to work as a staff investigator for an insurance company. Before stepping into this remarkable field of opportunity, he worked in a factory. He had no experience in Accident Investigation, no college degree.

Yet, he made the jump from plant worker to professional man in a surprisingly short time with the training and help of Universal Schools. There are hundreds of such personal success stories in the files of Universal because . . .

Men Are Urgently Needed

The Accident Investigation field is booming now—everywhere—and getting bigger every day. Here's why: Before this day ends, there will be more than 440,000 accidents and losses of all kinds in all parts of this country and Canada. **And that happens every day!** These accidents must be investigated, reported, settled by trained men. Is it any wonder that more and more men are needed now to handle this tremendous work load?

State Approved For Veterans' Training

FREE PLACEMENT SERVICE

Universal Schools provides prompt, effective job placement help in any part of the United States and Canada. More than 1,000 companies have requested and receive our monthly list of graduates. Universal trains and places more men in the Accident Investigation field than any other school. Or, if you would prefer to start your own full or part time business, we will show you exactly how to do it.

Here Is Solid Security And Exciting Variety

Every year the accident rate goes higher as population increases. Just imagine what the daily accident and loss rate will be in 10 . . . 15 . . . 20 years when our population has increased by millions upon millions of people.

And that means security, **solid security**, for the man who trains now for Accident Investigation. He can look ahead to years of steady, exciting, growing opportunity with no fear of lay off, automation or recession. Good times or bad, accidents and losses will keep right on happening and trained men will be working to keep up with the demand.

3 Career Choices Open To Men Everywhere

1. **Be Your Own Boss:** Start your own independent Accident Investigation business in your own home at virtually no cost. Average earnings are $6.44 an hour, plus expenses. Some Universal graduates in their own businesses earn to $8.00 an hour and more.

2. **Work Spare Time:** Many Universal graduates keep their full time jobs and earn an extra paycheck every week by taking spare time assignments. Spare time earnings can easily range from $50 to $100 a week and more, plus expenses.

3. **Company Staff Investigator:** As a full time company employee, you typically receive good starting pay, a new car, expenses paid and an insurance program. Pay and benefits are equal to approximately $8,000 a year to start. Salary reviews and chances for advancement are frequent in this fast-moving business.

Free Book Tells How You Can Qualify

For many years Universal Schools has specialized in training inexperienced men of only average education to step into excellent positions in Accident Investigation. Successful graduates range in age from 20 to 55. Hundreds of Universal trained men are at work right now in all parts of the United States and Canada, enjoying fine incomes, security and prestige in Accident Investigation.

Free and without obligation of any kind, we will send you a book outlining your opportunities in this field. No salesman will call on you. We will show you what Universal has done for others; what we can do for you. We will show you how you can train in your own home, at your own pace, at amazingly low cost. No need to change or switch jobs. We will give you actual names and locations of successful Universal graduates in all sections of the United States and Canada. You read, you consider, you decide in privacy. You have nothing to lose.

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Please rush me your free book on opportunities and earnings in the Accident Investigation field. I understand there is absolutely no obligation and that no salesman will call on me.

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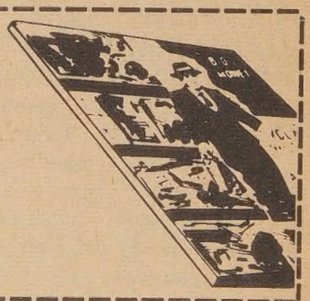


Canadian Railwayman, the bi-weekly established in Montreal last August by the Brotherhood of Railroad Trainmen and supported by other unions, is growing fast and now has a circulation of nearly 80,000.

The Pennsy is installing a new type electronic highway crossing warning system in Indianapolis which will exactly predict the arrival of trains and actuate safety gates accordingly to avoid unnecessary waiting at the crossing for motorists. The installation, about two miles west of Union Station, is the first on the Pennsylvania System. ●

CHRISTMAS EVE, 1934, the night of a heavy snowstorm, stands out as tragic in the memory of a Canadian National chief dispatcher, Clayton Lansing, recently retired, 817 Clearview Ave., London, Ont., Canada. At that time Clayton was the Dundas station agent. Fifty yards from the depot a special train from London waited on a siding while its conductor asked the agent to get them a relief engine so they could continue their trip to Toronto. Just then the *Maple Leaf*, resplendent in a mantle of snow, roared into Dundas at almost a mile a minute en route from Detroit to Toronto. A brakeman threw the wrong switch and it plowed into the train that stood on the siding. Fifteen people were killed, others injured. That night Clayton had to stay on duty 16 hours, calling in relief trains and rerouting around the wreckage. The corpses were laid out in the freight shed for identification. It was harrowing to watch relatives and friends of the dead file into the freight shed to identify them. ●

THEY PREFERRED FOOTBALL. When train 510, the Chicago-Louisville *Thoroughbred*, pulled into Dearborn Station, Chicago, at 2:25 p.m. last October 31st and ground to a halt, the Monon Railroad went out of the passenger business after 114 years of service. The Monon was one of the roads which lost mail contracts. Aboard the *Thoroughbred* on the 324-mile graveyard run were 248 rail buffs. A special wood-paneled car with a private kitchen had been attached for railroad officials and their guests, but instead of riding the last train, the brass collars went to the Notre Dame football game.

The New York Central, according to its president, Alfred E. Perlman, "stands willing to work with the state and communities involved to meet any practical need for passenger service." *The New York Times* editorializes: "Fair enough, only we hope that 'practical need' isn't a euphemism for the customarily narrow-gauge defeatism that would consign a badly deteriorated passenger service to the roundhouse. Let's hear the Central's ideas on how a really modern and convenient rail service can be promoted as an essential part of a balanced transportation system in a time of mounting highway congestion and stretched-out delays over metropolitan airports."

Breakfast party on 65th birthday of Al Perlman was given Nov. 22nd by old friend and former associate John W. Barriger, now Katy president. Breaking precedent, Central's board let capable Al keep his job 3 more years, not retiring at 65, so he'd be on deck for final approval of Penn-Central merger, expected soon.

New Delaware & Hudson president F.C. Dumaine, Jr., who is remembered for having improved New Haven passenger service when he was in the NYNH&H driver's seat, appears determined to restore the past high standards of D&H passenger operation. Modern dining and lounge cars and coaches, bought from Rio Grande and C&O, are now operated on both the day *Laurentian* and the night *Limited*.

Assuming the improvements are advertised, there should be an upsurge of D&H travel. And if the New York Central would cooperate, travel time between New York and Montreal could be cut substantially.

Reversing the drop-train trend, the Grand Trunk is petitioning for permission to add four trains to its commuter service in Detroit suburbs. That's the home ground of many auto industry biggies, who know that riding trains is better than bucking auto jams. ●

BROAD STREET STATION article in our May '67 issue had a special meaning for Ernest C. Gilroy, retired Pennsy conductor, Spring Haven Hotel, Wesley Ave., Ocean City, N.J. 08266, who began his railroad career in 1910 as a messenger in that famous old terminal, long since razed.

"I well remember the fire there on June 11th and 12th, 1923, one of the greatest conflagrations in Philadelphia history," he writes. "It was I who first discovered that fire, while sitting on the front end of our locomotive, No. 197, class B6sa. We worked from 11 p.m. to 7 a.m. In those days we had a board across the front of the engine, on which the crew liked to sit and relax while waiting for the signal to move into the big station to shift the various trains. We had just relieved the middle-trick crew; our crew was No. 22. I was the conductor, Charles Havel and Tom Brown were brakemen, Wm. Burke was engineer and Ed North fireman. Today I am the only survivor of that crew.

"Anyhow, while sitting there at about 11:20 p.m. I saw a tongue of flame shoot up between tracks 12 and 13, and pointed it out to others of the crew. Then I ran to the telephone at signal bridge No. 3 and called Chandler Morrison, the assistant train director, on duty at 'A' Tower, notifying him of what appeared to be a fire inside the trainshed. I told him that the crew we had just relieved were standing at the water plug in the north yard, had just taken water, and were equipped with fire hose. If he could get them in on track 12, I said, they might put out the blaze before it gained headway.

"But for some reason unknown to me, that engine was not moved to the station. Before long the flames had spread to other tracks and platforms. About 11:35 we got the signal and moved into track 13. We coupled up to the baggage car and two coaches to move them over to track 4, up against train 46 from the west. Then we were to pick up two Boston sleepers and set all the cars back on track 13, making the *Boston* ready for departure, with a road engine.

"While Tommie and Charlie were handling that movement, I ran down to where the flames were leaping higher and wider. I noticed a battery-charger plug and a wire attached to the battery socket on the side door of a Pullman, and the 'grid,' which was a resistance coil to cut the 65-volt current used on the coaches down to 32 volts for the Pullmans. It was red-hot, lying on the pitch which was between all the tracks to prevent oil, grease, and rain from leaking down below to the railroad post office under the tracks. It had ignited the pitch and sure moved fast, soon filling the entire station with black smoke, together with flames fanned by the wind.

"Running around the largest area of flames, I yanked the charging cable out of its Pullman car socket. Then I hurried to a phone and again called Morrison, saying the blaze was very real and he should get all the city Fire Department equipment he could. Soon I heard whistles and bells blowing everywhere.

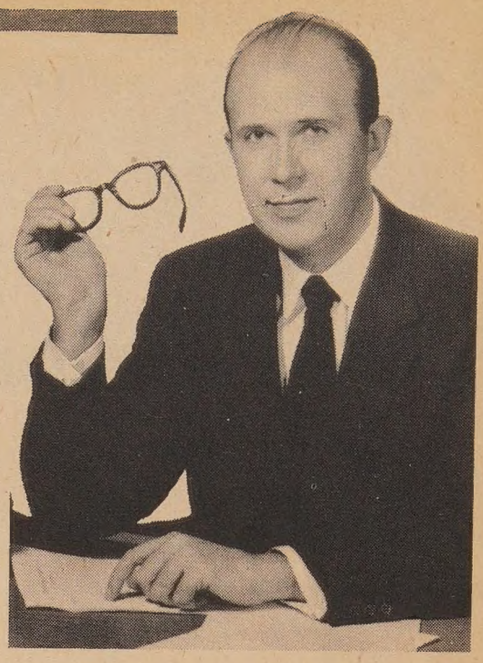
"Meanwhile, our crew had taken the two Boston sleepers off train 46 and got back on track 13 and coupled up the train. With fire, thick black smoke, and excitement, the passengers, 180 of them, were clamoring to get out of the sleepers. I feared what might happen if they did. It was all I could do, myself, to find my way around the yards. I told brakeman Havel to get over to track 16 and tell the engineer to move out to the signal at the west end of the track, so we could take the entire train out of the station. I told him, too, to ask the porters not to open any car doors.

"Then I phoned to 'A' tower that I was bringing the whole train out of the fire and for him to let us run it to West Phila. station, so it could leave town from there. Well, the train moved up to the signal and stopped. Fire had short-

How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"



"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But wouldn't I have to go back to school to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long will it take me to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet.

MAIL COUPON FOR FREE BOOKLET

To receive a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 555 E. Lange St., Mundelein, Illinois 60060. No salesmen will call.*

DON BOLANDER, Career Institute, **Dept. 345, 555 E. Lange St., Mundelein, Illinois 60060**

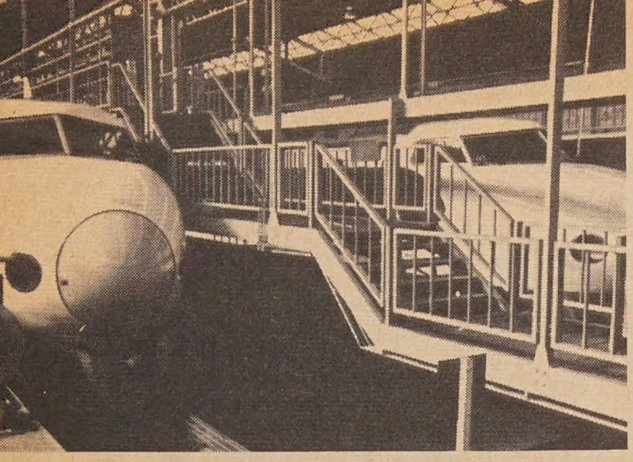
Please mail me a free copy of your 32-page booklet.

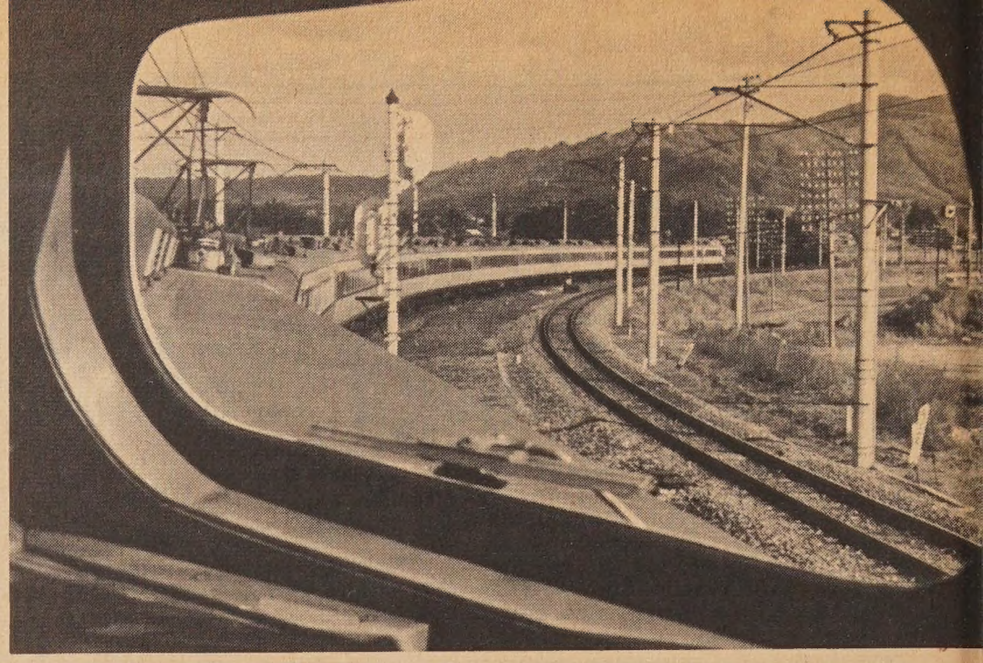
NAME _____

STREET _____

CITY _____ STATE _____ ZIP CODE _____

If 18 or under, check here for special booklet. ☐





More popular than ever is Japan's high-speed Tokaido railway. (Right) View from rear cab looking forward along Shioji No. 2 speeding toward Osaka. (Above) Special shops are equipped for maintenance of Tokaido electric MU trains.

Sgt. R. E. Brendziak, VMCJ-3, Mag. 33, 3rd MAW., MCAS El Toro, Santa Ana, Calif.

circuited the wires; the tower could no longer operate signal or switches. Those people in the sleepers were hysterical, doubtless fearing to be burned alive; but I knew that if doors and windows stayed shut they'd be safe.

"It took 18 minutes to spike switches and set up a route to get us out of the depot into the yards. A clearance card for us to pass the stop signal was waiting at the interlocking signal. We rolled into the yard, where another engine took the train from us.

"Then we shifted empty trains from the danger zone and stored them in the yards. Last one consisted of electric MU coaches, aflame inside, wires and cables burning under their floors. That blazing train led someone to remark, 'There goes Gilroy (meaning me) with Halley's Comet!' Afterward, W. W. Atterbury, president of the road, said we'd done a great job. At that time my father, E. W. Gilroy, was general yardmaster in charge of all passenger trains in the area." ●

ON BRITISH RAILS. "After over 100 years of operation the freight yards in my home town are being closed save for a few house-track jobs for local industries, which will be worked by trainmen from elsewhere," laments John Drayton, British Railways driver (engineer), 13 Sycamore Rd., Griffistown, Montypool, Monmouthshire, England. "Diesels have taken the hard dirty work out of locomotive driving," he adds. "No more crawling into pits to oil the inside-connected engines fitted with link motion nor trying to peer around a long boiler to see the signals ahead. We ride a leather-padded armchair now and look through a wide vista of glass. Neverthless, I'd like very much to return to steam and re-live the past. Well, who wouldn't if only for a day?"

British trains have been stopped by a lot of things but never before by anything like this. Ichabod, a crane with a nine-foot wing span, escaped from the Manchester Zoo, perched on a rail, and halted traffic on the Manchester-Liverpool line until attendants caught him.

In England, a Birmingham housewife, settled in a train for a day's excursion, suddenly remembered with horror that she'd left a rice pudding in her oven with the heat turned on. Frantically scribbling a note, she threw it out at the first station. It eventually reached the controller (dispatcher), who telephoned the Birmingham police. The latter contacted a married daughter of the woman; she rushed to the house and saved the precious pudding, with seconds to spare! "Just part of British Railways service," comments Joseph Fox, Monomark BM/Exn. 3, London, WC-1, England. ●

OVERSEAS. "Israeli Railways acquired 8 diesel locos and about 600 pieces of rolling stock, mostly freight, that the invading Egyptian army left behind in its quick retreat from Sinai during the recent brief war," reports Hans Kohut, Box 1005, Givatayim, Israel. "The 8 locos were built by General Motors at La Grange, Ill.: G-12's, GP-14's, and G-16's, all operational."

Following Sweden's switch from driving on the left-hand side of road to the right, all level-crossing barriers have had to be modified.

In West Germany, work has been started on the building of a new underground line from Fehrbellinerplatz to Rohrdamm. Subways are becoming increasingly popular in many countries.

The station at Budapest Keleti (East). main terminus from east and west, is to be partly rebuilt to link up with a new underground railway which is scheduled to open in about two years.

The high-speed New Tokaido Line of the Japenese National Railways recently carried its 100-millionth passenger two years and nine months after the inauguration of the service. JNR officals recalled that when the project was in the discussion stage, it was mocked as "a silly undertaking tantamount to building the Great Wall of China in the 20th Century." The line is now carrying an average of 150,000 passengers daily, and JNR has plans for big extensions. ●

Coming Fantrips

Feb. 3: Over Cajon Pass, UP mountain and desert railroading. Lv. East Los Angeles 7:30 a.m., arrive Cima, Calif. 3:30 p.m., back in E.L.A. 10:30 p.m.; 3 photo stops. E-9 loco, obs. car 599, chair cars, lounge and buffet-meal cars; fare $24, incl. meals (no half fare). Contact Orange Empire Trolley Museum, P.O. Box 548, Perris, Calif. 92370. (SSE)

Feb. 18: Mainline winter doubleheaded steam round trip of 350 miles, Penn Station, Newark, N.J., to Wilkes-Barre, Pa., via Pennsy, LV, CNJ, using ex-CPR Pacifics 1238, 1286, heavy 2% grades; possibly longest, most spectacular steam excursion in 25 yrs.; open-door bag. car, 50-yr.-old Monitor-roof coaches, obs. car. Movie run-bys in Lehigh Gorge, photo stops, 65 mph speeds. Fare $12.50 (kids $7.50). Write High Iron Co., P.O. Box 200, Lebanon, N.J. 08833.

Feb. 20-March 2: Long rail tour, San Francisco-New Orleans during Mardi Gras; many side trips, etc.; fare $365.00. Write Rogers Tour & Travel Agency, 85 E. San Fernando St., San Jose, Calif. 96113.

March 31: Round trip using train of ten RDC's (a record?), Pittsburgh-Meyersville, Pa. Lv. B&O station 9 a.m.; stops in both directions at McKeesport, West Newton, Connellsville; fare $10.75; dinner $1.50 extra if ordered with ticket. Write J. Edw. Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15233.

New Eng. Div. of Railroad Enthusiasts sponsors 4 excursions: Feb. 24, Boston-North Conway via B&M; March 23, branch-hopping on New Haven RR.; May 4 Goffstown and Hillsboro B&M branches, both having covered bridges; May 25-26, 2 days on New Haven lines in Mass., R.I., Ct., N.Y. State. Query Roland Blodgett, P.O. Box 244, Malden, Mass. 02148, or Joe Lajoie, P.O. Box 3, Methuen, Mass. 01844. ●

How to get rich

How can you get rich some day? Make a hit record . . . a killing on the stock market . . . or invent a gadget like the hula hoop?

For most of us, these are just dreams. But have you ever stopped to think that there *is* a way to get rich—possibly only one sure way? Most fortunes, as you know, are made by people who own their own business.

Perhaps you've thought of starting a small business of your own . . . a franchised drive-in, or maybe a service business. Trouble is, you need $10,000 to $15,000 to get started and even then it's a gamble—with slim chance of ever making really big money.

But there is *one* business which could make you rich—almost overnight! And the beauty of it is, you can start on a shoestring during your spare time, even while holding your regular job.

Cash by Mail

The business is Mail Order—and it's fabulous! Come up with a 'hot' new item . . . and WHAM!

It strikes like a bolt of lightning!

Suddenly, you are deluged with cash orders from all over the country . . . MORE MONEY than you could ever make in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield Magazine. His ad pulled 22,000 orders—over A HALF MILLION DOLLARS IN CASH!

There is no other business where you can make a fortune so quickly!

• A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!

• Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

You mail out beautiful catalogs which offer hundreds of dollars worth of fine, quality gifts—yet you don't invest one

The thrill of receiving money in your mail is one you'll never tire of!

cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "drop-shipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

Repeat orders alone, just from mailing catalogs, could bring you a steady income for the rest of your life!

Yes, Mail Order is the fastest-growing, most profitable business in America! And now, with more people moving to the suburbs . . . the population explosion . . . and the expanding teenage market . . . we are on the verge of the BIGGEST BOOM in Mail Order history!

Now, with the help and backing of Mail Order Associates, Inc., of Montvale, N.J., you can follow the same proven steps to Mail Order success—using the 'secret' of financial leverage!

Start Now

We supply you with beautiful gift catalogs throughout the year. All products are dropshipped for you, with up to 100% mark-up! You get free samples of top-selling mail order items, plus monthly trade reports on 'hot' new products . . . tested, successful ads are sent to you monthly. You get advertising directories, postal laws, complete courses, expert guidance—EVERYTHING you need to practically guarantee YOUR SUCCESS. Why? Because *our* business depends upon *your* success. It's mutually profitable!

A recent feature article in Income Opportunities Magazine stated, "Mail Order Associates Inc., offers the most comprehensive Mail Order program ever offered to beginners." They go on to say, "This could be the opportunity you've been looking for. A chance to get in on the ground floor in a little-known business which we believe is on the verge of a new boom."

Free

We are now accepting a limited number of charter members in our new Mail Order Program. No previous experience is required but you must be over 21.

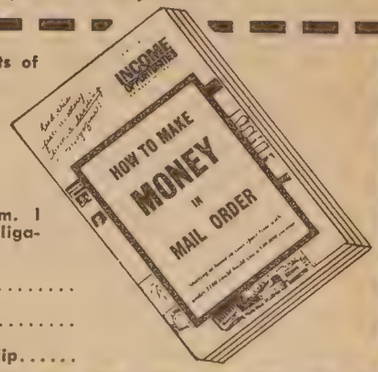
If you are sincerely interested in starting a profitable business of your own . . . if you can see the tremendous advantages which Mail Order offers . . . then ACT NOW!

Mail the coupon today, or simply send your name and address on a postcard. No salesman will call. We will send you a free book—gift catalog, reprints of feature articles, plus complete facts about our program. Write to:

Mail Order Associates, Inc., Dept. 53
Montvale, New Jersey 07645

Rush Coupon for FREE BOOK!

plus reprints of Mail Order articles



Mail Order Associates, Inc., Dept. 53
Montvale, New Jersey 07645

Please rush complete details on your Mail Order Program. I understand everything is free and there is absolutely no obligation. I am over 21.

Name .....

Address .....

City .....State.....Zip.....

SOWING PENNIES

to Harvest Dollars when they are needed

How hundreds of far-sighted men are using spare hours now to assure themselves of a ready made income in the event of lay-offs or recessions that might affect their jobs.

All over the country it's happening. You may even know some of the men who already have started home operated businesses of their own in their spare hours. They keep their jobs. The "boss" doesn't know they are planning for independence. They do not have any heavy investments in equipment or inventory, because they buy their raw materials as they are needed. They have no overhead expense because they operate their businesses from their homes.

Yet hundreds are quietly developing a second source of income—an extra income right now for their spare hours; and a business that can be quickly expanded if it were ever necessary to look to it for complete support.

These "little" home businesses are little only in the sense that they require little capital to start and run, and they require little time on the part of the owner. The margins of profit in some of them are so fantastic as to be almost unbelievable —far greater than those usually enjoyed by big investment manufacturing.

And, there are many kinds and types. For the man who is mechanically inclined there are businesses in which he can use his hands as well as his head. For those who have no aptitude with tools there are small manufacturing operations that are almost automatic in their production methods.

One of the features found in many of these businesses is a wide and ready market for the product. Usually it is a product too small in total national market to attract the attention or envy of the big investors. So, the danger of competition from big operators is absent. Usually it is a product that enjoys a neighborhood demand so that good markets are found in any size community from the small town to the neighborhoods of the big city. Usually the cost of the raw materials is only about one tenth the selling price. One such product costs 11c for raw materials, yet sells readily for $1.00. Another sells for $18.95, yet the raw materials cost only 55c. Still another returns $2.75 for each 27c worth of raw materials.

In the same way that history had its "Minute Men," quietly trained and ready at a moment's notice, so today, we have a constantly growing number of "Ready Men." They are working at steady jobs in offices, stores, factories, gas stations. They have a regular income *now* —an income that only a few months ago was considered both *regular* and *dependable*. But when the signs went up, they started quietly to prepare for independence. They are ready. They have mastered the details of their businesses. They have been making twenty, thirty, forty, or more dollars a week as *extra* money—now—sometimes with others in the family helping. They have established the outlets for their products. But, more important than their present extra income, they are ready, overnight, to give their full time and to expand their businesses into full-fledged operations at increased income.

The fear of layoffs is gone from their hearts. The worried look induced by threats of recession has vanished from their faces. They face the future with confidence because they have sown the pennies that will be reaped as dollars when more dollars are needed—they have attained a sense of personal independence that puts them above worry and fear.

What are these businesses? There are a number. One that is especially interesting and that you can own outright for less than $300.00 is the manufacture of a product used in quantity in every office and factory in the nation—and by millions of individuals.

The product is light in weight and can be delivered to customers by mail for just the cost of a few stamps. And 27c worth of material, to which you add nothing but your own time, brings back $2.75 in cash at retail. The entire "factory" takes so little space that it can be operated on a table top in any spare room, the basement or garage and it is such a simple process that even the junior members of the family can help. The equipment is supplied by The Warner Electric Company who also give seven different methods of selling the output and give financial help to the men who want to start. The sales methods include a plan by which others sell your product so there is no canvassing needed on your part; another plan by which you sell by mail.

Complete information concerning this and other businesses is free. Information is mailed, postage prepaid, to anyone who is interested. There is no obligation and, since the company has no salesmen, you are not bothered by anyone trying to "sell" the equipment. On the basis of the information mailed, you decide in the quiet of your own home whether you are interested.

It is not necessary to write a letter. Just send your name and address on a postcard and say you want complete free information on various home businesses offered by Warner Electric Company. Address your card to Warner Electric Company, at 1512 Jarvis Ave., Dept. R-7-AO, Chicago, Ill. 60626. You may want to plan a degree of security for the future that is not experienced by men who depend upon the ups and downs of others' businesses for their livelihood.

Photographs of the Month

Mirrored in the calm Neckar River at Bietigheim, Germany, last October 21st was a Stuttgart-bound freight of German Federal Ry. with C-C electric loco,
Captain J. M. McMillan, Co. C, 83rd Engr. Bn., APO New York 09176

3L

Steam still plies narrow-gage Nacional de Mexico rails. Recent views show (left) No. 270 at San Lazaro yard in Mexico City —note dual-gage track in foreground—and (right) No. 263, an outside-frame 2-8-0, on turntable at San Lazaro roundhouse.
Photos by Illinois Central engineer John E. Martin, 1249 Worthington St., Memphis, Tenn.

Steam engines were often the only sources of clean water for housekeepers in rural Mexico. Picture at left, from Ron Ziel and George Foster's new book, *Steam in the Sixties* (reviewed on page 58), illustrates rapport between *senorita* and 4-8-4. Big steamers no longer are used.
Ron Ziel, Box 433, Bridgehampton, N.Y. 11932

Milwaukee Road photo by Donald Sims

Two Milwaukee Road GP-9 locos work upgrade through the Bitter Roots hauling westbound freight. These units are used as helpers in mountainous CMStP&P territory.

Once typical but now rare are views of hostlers manning coal chutes. Canadian Pacific No. 83 was having her tender filled at Brownsville Jct., Maine, when this picture was made some years ago.

David Plowden
1239 Madison Ave.
New York, N.Y. 10028

Buffalo Creek & Gauley 2-8-0 No. 14 at Dundon, W. Va., in Nov. '63; another picture from *Steam in the Sixties*, new Ziel-Foster book. Michael A. Eagleson

Jim Scribbins, 155 N. 79th St., Milwaukee, Wisc. 5321

Combined *North Coast Limited* and *Empire Builder* arrives west bound in Milwaukee, Aug. 25, 1967. Four diesels pulled 24 cars

Motorman of Des Moines & Central Iowa No. 1710 was trying to find a turnout under the snow near Des Moines, Jan. 14, 1940.
C. W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind.

Earthquake of March 27, 1964, had this interesting effect on the Alaska Railroad, as explained in a new book by Edwin M. Fitch, reviewed on page 58.
Photograph from Alaska Railroad

Pillar of Smoke by Day: the last narrow-gage daily luxury train in the U.S., the *San Juan*, ran between Durango and Alamosa on the Denver & Rio Grande Western. Its parlor car included a tiny kitchen and a dining compartment.

Years ago, Huntington & Broad Top Mountain engine 80 hauled morning mail.

Five Photographs by Charles Clegg

Roundhouse Reveille: the old Rio Grande yard at Durango, Colorado, was once the center of the narrow-gage steam universe.

Much trackage of the now-extinct Tremont & Gulf Railroad in Louisiana extended through swampland where trailing Spanish moss caressed the passing cars.

End of Track: Old San Luis Valley Southern ended in desolate Colorado desert. Taos lies behind the distant hills.

Interesting Railfans No. 62

CHARLES M. CLEGG, JR.

by Freeman Hubbard

THE ARRIVAL in the bookstalls of a bright, sophisticated, new volume entitled *The Lucius Beebe Reader,* edited largely by Charles Clegg, prompts us to state what kind of man Clegg is.

Your writer has known Clegg as a train photographer and historian ever since mainline steam was in its heyday and has run various pictures of his in *Railroad Magazine*. We met first in 1946 around the time he and Beebe began collaborating on *Mixed Train Daily*, the first of 17 hard-cover books, mostly on railroading and the Old West, that they jointly by-lined. Lucius had dropped into my office to borrow some illustrations from our files and later introduced me to his partner. My first impression of Clegg, was his rather slight build and cameo-like features contrasting with Beebe's greater height and robustness.

The *Reader* is a good clue to Chuck's personality on two counts: his part in editing it, of course, and the roughly chronological order in which the material is presented, covering the richly creative years in Beebe's career from the late 1930's to his sudden death in 1966, a long and golden period during which the two men lived and worked together. Chuck actually took part in so many of the experiences that the *Reader* chronicles and he shared Beebe's viewpoint to such an extent that, for him, the book could well have been titled *Clegg, This Is Your Life*!

Our current profile was delayed for about a year by Chuck's work-load. Last July he wrote me: "For the first nine months after Lucius's death I had to work an average of 14 to 16 hours a day putting off everything that didn't absolutely have to be done today, since some things took precedence over others which should have been done weeks before. I spent almost every waking minute in the past three weeks trying to make sense with the *Reader* so that Doubleday could publish it in time for the Christmas trade."

Among the very few *Interesting Railfans* in our series listed by *Who's Who in America* is No. 62, born June 29, 1916, at Youngstown, Ohio, and christened Charles Myron Clegg, Jr. His father was in the wholesale produce business, with a railroad siding right beside his warehouse, so the future train photographer began playing around freight cars at an early age. His greatuncle Jud Smith was the Delaware & Hudson's stationmaster, telegraph operator, and Western Union agent at Altamont, N.Y., and Jud's son, Ray, was the baggagemaster, and Chuck spent some happy vacations there, absorbing railroad atmosphere.

The lad had a precocious interest in radio. At age 12 he became the youngest licensed radio operator in the country. Building and operating his own station, its call letters W8DTE, with a power output of seven watts, he contrived to swap messages with "hams" on four continents.

This hobby abated somewhat when the Cleggs migrated to Providence, R.I., to live in the state's most venerable dwelling, on North Main Street, known as the Pidge house or Sayles tavern, built in 1640. Chuck loved the legend-shrouded old place. He adored its antique period furniture and its secret panels, behind which the Marquis de la Fayette, no less, spending a

Lucius Beebe and Charles Clegg relax in a cozy corner of their private car, *The Virginia City*. Dinner was late that day for their giant St. Bernard dog, Mr. T. Bone Towser, and a camera caught him eyeing Mr. Clegg speculatively.

Mixed train on the Virginia & Truckee in Empire Canyon near Carson City, Nevada, shortly before the line was torn up.
Action shot by Charles Clegg (other photos by him on pages 18 and 19)

winter of the Revolutionary War in that very abode, hid the gold with which he paid his troops. In these historic surroundings young Clegg acquired a fondness for old and beautiful artifacts that persists to this day. He was shocked about ten years ago when an unsentimental uncle razed the house to make room for a business expansion —"a damn shame!" Chuck comments.

IN THE mid-30's he moved again, this time to the national capital, to work for a specialty house as a junior executive and to keep, you might say, "a rendezvous with Destiny," for in Washington, D.C., he met Lucius Beebe, and that chance get-together changed his whole life pattern. The two men had so much in common that they formed a close and lasting friendship. A modern Cafe Society version of Damon and Pythias. I took occasion to refer to them in *Railroad Magazine* as "the Gold Dust Twins."

In his foreword to *The Lucius Beebe Reader*, Chuck tells about that first meeting. It was at one of the celebrated brunches of Evalyn Walsh McLean, the lady publisher who owned the Hope Diamond, the world's biggest. The party was attended by justices of the U.S. Supreme Court and other celebrities. After the other guests had gone, Lucius was discovered, in wine, curled up with a cast-iron lioness on the front lawn and, the book editor adds in his foreword, I found him to be an enormous, almost majestic man with a thunderous voice."

Later, Chuck moved to New York to become a departmental executive at

In 1951 Mayor Robinson of San Francisco gave Lucius Beebe and Charles Clegg keys to the city in recognition of their book, *Cable Car Carnival*, and made them honorary brakemen on the cable-car system.

Arnold Constable & Co. on Fifth Avenue. Then came news of the disturbance at Pearl Harbor. Chuck, who was sharing an apartment on 58th Street with Lucius, promptly enlisted in the Naval Reserve, which, as Beebe put it, "was infinitely preferable to the sordid life of foot soldiery." The Navy commissioned him as a radio technician. Several weeks later, after Chuck, in a smart new sailor suit, had participated in a long series of alcoholic farewell parties, it assigned him to comfortable living quarters aboard a yacht in the Potomac. Another hilarious round of night club visits followed.

Says William P. Gaddis of Berkeley, Calif.: "Chuck cut quite a figure in his uniform. As I recall, it was entirely tailor-made, non-regulation, fitting perfectly with a heavy gold watch chain identical to the one worn on occasion by Lucius."

And Charles E. Kneeland of Santa Barbara recalls a party Chuck had aboard the yacht one night: "He and I were the only enlisted men there. The rest, dozens of them, included Beebe, Tallulah Bankhead, Will Rogers, Jr., high ranking officers, and civilian dignitaries. I felt ill at ease in that crowd; but not Chuck, he was right in his element."

Lucius Beebe wrote: "One evening in the Copacabana, a night club of tropical pretensions, Chuck's fancy was taken with a live parrot, which, of course, was immediately presented to him by the press agent for the premises. . . It went to his head and led, eventually, to his getting tattooed and singing chanties."

Thus far, for Charles M. Clegg, the global conflict had been a social success. It should be noted, however, that in between farewell binges he worked conscientiously in the radar countermeasure laboratories near Bethesda, Md., and that early in 1943 he was sent to Admiral Halsey's headquarters in the South Pacific, where he contributed his bit to the grim job of winning the war.

"I have never known misfortune, inconvenience, or even the idiot conduct in high places encountered by every military person to make the least dent on his even temper and kindness of disposition," Beebe wrote, but made no mention of what happened to the parrot.

Back in Manhattan after an honorable discharge from the Navy, our hero began operating a luxury information service known as Gotham DeLuxe, with Beebe and Mrs. Clara Bell Walsh as silent partners.

"There were still many wartime shortages," he tells me, "but my customers seemed to think I could supply them with just about anything. Many of their requests were tasty to contemplate but wildly illegal, so I had to close for lack of legitimate-minded customers."

Lucius Beebe and Charles Clegg recreate the famous driving of the last spike linking the transcontinental rails at Promontory, Utah. The track was relocated away from this area long ago, but the historic old monument still stands.

ABOUT that time he became deeply interested in railroading. "One evening," he recalls, "I was visiting Lucius who, with an editor from a local book publishing house, was busily engaged in making up the final galleys and engraving proofs of a railroad book into a completed dummy for the printers to work from. It occurred to me then that books could be better composed, that the quality of their photographic art could be improved, and the illustrations should be, in so far as possible, next to or near the book text concerning them."

To prove his points, Chuck bought a camera and joined Lucius in shooting pictures of railroad scenes. He also acquired darkroom equipment and hired the late J. Ghrislain Lootens, a celebrated technician, to instruct him in darkroom technique. Mr. Lootens said that nothing mattered except the ultimate result. According to him, all trickery, double exposure, and use of multiple negatives was justifiable if the final picture was extraordinarily good.

"I must admit that I used five negatives to make a half-page photographic chapter heading in one of the

Beebe-Clegg books," says Chuck, "but I am pretty sure that nobody has ever identified that picture—a fact which pleased Lucius inordinately and would have delighted Mr. Lootens.

"In photographing railroad scenes, composition is highly desirable, of course, but not always available. Sometimes a small shift in angle or location will provide it. Also, it is usually a good idea, when practical, to have something—almost anything—in the immediate foreground to give increased depth to the picture. But I am convinced, as Mr. Lootens made clear, that truly great pictures are made in the darkroom. 'Dramatic impact' is usually a result of darkroom manipulation."

Chuck tells us that in the early days he did all the actual layout or dummying of the Beebe-Clegg books. He and Lucius were among the very few authors who delivered a book to their publishers in completed book form, with every picture and word of copy exactly as it would appear in the finished volume. "This technique probably gave us superior books as far as presentation went. It certainly gave us higher royalties, because we spared the publisher the expense of hiring someone to do this work. In later years I taught Lucius how to work an engraver's slide rule and he became so devoted to making unusual and artistic layouts that I withdrew entirely from this phase of bookmaking."

The first book to carry Clegg's camera art was Beebe's *Highball: A Pageant of Trains,* to which Clegg supplied 60 pictures. It appeared in 1945. Aside from railroads and literature, Beebe was immensely fond of animals. Clegg still is.

"Our St. Bernard dog, Mr. T-bone Towser, whom we dearly loved," he tells me, "was the cause of our buying our first private railroad car, *The Gold Coast.* We wanted to take the doggie on our travels, and a private car seemed to be the only solution."

A Pullman Company ruling stated, "Dogs will be tolerated aboard room cars if they can be brought aboard *secretly or unobtrusively* by their owners." To have taken an animal like T-bone, weighing 165 pounds, into a Pullman car "secretly" would have called for some kind of magic. His owners bought the private car, which they outfitted with swinging doors, like those in saloons, so that he could go into or out of any room without assistance. This eventually led to the purchase of a second car, *The Virginia City,* another luxury item.

Says Chuck: "We carefully allowed the ownership of the two cars to overlap—for only a month—so that we could say we had two private railroad cars."

T-bone came as a puppy from Deer Park, Washington. On one occasion the Beebe-Clegg car, passing through Washington, happened to stop on a track adjacent to the business car of Ralph Budd, then president of the Great Northern, and T-bone was photographed shaking hands with him. A local newspaper printed the picture with this caption: "Home Town Dog Makes Good; Returns on Own Private Car."

In 1960, when T-bone died, the eyes of Chuck and Lucius were moist—in fact, downright weepy—which I can understand, for I felt that way at losing a pet dog I'd had for 16 years. T-bone was given a full-dress obituary two columns wide by ten inches deep, including a portrait, in the staid *San Francisco Chronicle.* No other dog, to my knowledge, ever achieved that kind of distinction. Even Fala, the late F.D. Roosevelt's much-publicized black Scottish terrier, was not accorded an obit of that length.

The financially solvent Beebe willed a sizeable chunk of his estate for the benefit and care of all kinds of animals. As his executor, Chuck used the allotted funds to set up the Lucius

Granite and bronze monument over Casey Jones's grave in Jackson, Tenn., was erected in 1947 by Lucius Beebe and Charles Clegg after Mr. Beebe had read in Freeman Hubbard's first book, *Railroad Avenue*, that the spot was unmarked save for a small, weather-blackened, wooden cross. (Left to right) Casey's son Charles, an Illinois Central pipefitter; the Rev. Joseph Cunningham, pastor of the church attended by the family; Casey's granddaughter, Miss Barbara Jones; Mr. Clegg; widow of "the brave engineer"; Mr. Beebe, and Casey's last fireman, Simeon T. Webb. Since this dedication, everyone to the right of the grave has died, and Charles Jones has retired but he has a son representing the family in Illinois Central service.

Beebe Memorial Foundation, which will function solely for the purpose for which the deceased had left the money, but bearing his name, which the will hadn't called for.

MEANWHILE, in 1950, the two partners, having had a fabulous time in New York, left the city forever as a permanent place of residence and set up housekeeping, so to speak, in a historic old house at Virginia City, Nevada.

"I am taking it on the lam," Beebe wrote, "for the same reason that the wise guest goes before the party is over. The last part of any party is *not* the best, and the discerning person leaves before the band gets tired and he himself starts walking with legs akimbo."

They bought the local weekly newspaper and reverted its name to *The Territorial Enterprise,* which at one time had been the most influential sheet between San Francisco and Chicago, with Mark Twain on its staff. They flipped a coin to decide that Lucius should become publisher and Chuck editor.

According to Cecelia Andrews of the paper's staff, "If Chuck is involved in a project he can be ruthless both with himself and with those working for him, a trait that has alienated some people but not me."

"While the two men were publishing *The Territorial Enterprise,*" recalls Ruth Lusch of San Francisco, "Chuck developed what I believe was the biggest collection of old type-faces in the West and gave the instructions which kept the ancient press in operating condition. He also sought out and supervised the installation of modern equipment which made the plant more efficient and helped to boost the circulation to the highest of any non-religious weekly between the Mississippi River and the West Coast."

In 1960 Lucius and Chuck sold the paper to devote more time to other literary endeavors.

"Chuck is thoroughly organized," Ruth goes on. "When he decides to do something he sets up a plan and a timetable. He may be forced to revise them, but he proceeds to the completion of whatever he's started to do, doggedly and with close attention to details. Moreover, he is gregarious and witty, and has impeccable taste."

At present, among other things, he is making some improvements to the private car, *The Virginia City*. He is installing a 220-volt three-phase generator to furnish electric heat in cold weather or to operate the built-in air-conditioner in summer. This is powered by propane gas, of which the car regularly carries three large tanks and which will also power a 36-volt DC battery charger for a new lighting system. Since ice in 100-pound blocks has become almost impossible to buy in many places, he is also replacing the car's old ice refrigerators with several modern refrigerators activated by butane gas. These and other projects are intended to make the car fully self-sufficient when out of a train-line or parked on an old spur.

CHARLES KNEELAND informs me: "Visiting Hillsborough the other day, I was much impressed with the projects Chuck was engaged in. For one thing, he had built a greenhouse and was growing a variety of plants for his yard. Also, he had set up on the grounds an elaborate watering system, with copper pipes and fittings, the quality of his work being flawless. Then, too, he had piped the house with a 'low-fi' system that can emit music of constant quality and intensity throughout the building, with no loudspeaker in sight."

Mrs. Ann Holloway, younger sister of the photographer-historian, recalls that when he was a boy, in addition to the usual electrical experiments, he added spice to their family life by wiring their parents' bed with an automobile coil. "He also 'bugged' the living room." she says, "and would spend the night lying in bed listening to the goings-on of some pretty wild parties."

Chuck's outdoor activities include swimming and exploring by jeep the dirt roads and ghost towns in the Nevada desert. He likes almost everything French, including food and wines, speaks the language fluently, also a little Spanish, and enjoys the aroma of Turkish tobacco without inhaling it.

Says he: "I have never seen a complete TV show and doubt that I ever will. My legal residence is Virginia City but I also maintain a winter home in the milder climate of Hillsborough, Calif., a San Francisco suburb. Next to railroading, my pet hobby is travel."

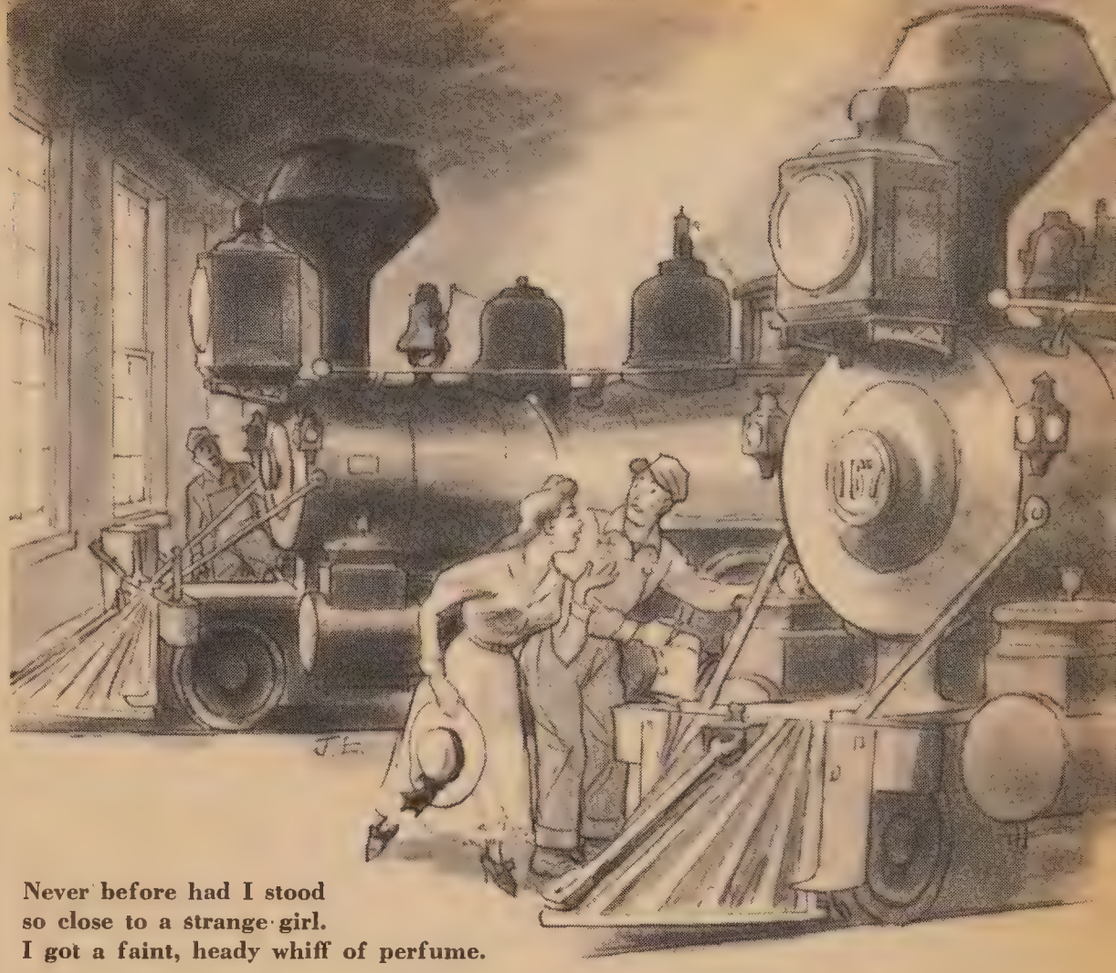
He says he has gone overseas so often that long ago he lost count of how many times.

"Tahiti used to be my favorite spot, before the hordes of tourists arrived," he adds wistfully. "I look forward to awaking some day with no pressing commitments, no work to do which should have been done before. When, if ever, that wonderful day dawns, I'll pack up and go off joyously to explore the tropical Seychelle Islands in the Indian Ocean about a thousand miles east of Zanzibar." ●

Guests of "Champagne Special" on the Maryland & Pennsylvania Railroad celebrate publication of the first Beebe-Clegg book, *Mixed Train Daily*, in 1947.

EXCURSION TRAIN

A True Tale by Gilbert A. Lathrop



Never before had I stood so close to a strange girl. I got a faint, heady whiff of perfume.

A SUNNY June day in 1915. Noontide languor had descended upon the narrow-gage roundhouse of the Denver & Rio Grande road at Gunnison. While I was lazily filling the grease cups of the 25-ton engine 167, the grizzled day hostler, "Old Tuck," barged in through the open doors alongside the foreman's office and with him came a shapely teen-ager. She was walking away from me, so I couldn't see her face at first, but I admired the long brown hair, braided after the fashion of those days, that hung down almost to the curves of her buttocks. With a willowy figure, molded by a tighter-fitting dress than Colorado girls usually wore, she was a lot more interesting than the grease cups of a 4-6-0.

Nevertheless, I had work to do. As a lanky young engine watchman making 15 cents an hour for twelve hours a day, seven days a week, my opportunities for cultivating the female sex were limited. That summer I must have been the most girl-shy dolt of my age (eighteen) in the entire state of Colorado and I was wasting my genuis on grease cups. I had just tightened a plug with my S-wrench when a soft musical voice suddenly rang out: "Hello, there!"

Well, sir, I was weak with astonishment. The sweet young thing had strolled over to the 167 and was standing so close to me that my faded denim jacket brushed against her plump breasts when I straightened up awkwardly. Never before had I been so close to a strange girl. I got a faint, heady whiff of perfume. For a fleeting instant I looked straight into her violet eyes and she was teasing me with a smile.

Then my gaze dropped. I blushed and sweated like a damn fool, feeling ashamed for no reason at all and wishing the cinder floor would open a trapdoor under my feet and let me fall through.

"My name's Julia Tucker," she said casually. "They call my dad Old Tuck. What's your name?"

Wiping the sweat from my face with a red bandana, I stammered: "Gilbert Lathrop. My friends call me Snap."

"Snap," Julia repeated, glancing around to make sure nobody else was within earshot. "Listen, Snap," she said, "I like your looks. I just came back from Denver where I went to school for a year. That's my home, across the meadow." She pointed to a white, two-story, frame house in a little grove of cottonwood trees. "I often sit out on the porch at night. Drop by some evening after work and say hello."

Just like that! The way she said it made me tingle with excitement. "Why—uh—I'd like to," I gasped, "but I never get done here till seven p.m."

"What's that got to do with it? Come by anyhow." For a few seconds she looked me up and down. Then she said: "By the way, are you going on the 4th of July excursion to Ouray?"

"I hadn't thought much about it, Miss Tucker, but I reckon I will."

"Good! I'll see you on the train."

Just then Old Tuck relieved my embarrassment by calling out: "Come on, Julia; we're going home!"

The girl smiled again. "Bye, Snap! Remember what I told you."

"Good-bye, Miss Tucker! I—"

With that she was gone, the swirling of her plaid skirt giving me a glimpse of a stunning pair of calves. I watched her long braids of gorgeous brown hair vanish through the roundhouse doorway. She didn't look back. To me it seemed that she walked like a queen. The whole experience was unreal; I could hardly believe it had happened. The rest of that day, filled with the ecstasy that often comes to youth but rarely to old age, I felt like a guy ten feet tall. Of course, I'd go to Ouray. Everybody in town was talking about it.

Ouray is about 98 miles by rail southwest of Gunnison. Fifty years ago excursion trains were a way of life. Any person or group could sponsor one by guaranteeing 50 round-trip fares to any point on the railroad. All summer long the narrow-gage Denver, South Park & Pacific scheduled as many as four special trains every Sunday out of Denver and up Platte Canyon to Bailey's and other resorts. And each fall, when red and gold foliage lined the right-of-way, the line operated a "wild plum excursion." Anybody with the price of a ticket could ride up above Morrison with a pail or a sack and spend the day in the woods picking wild plums for pies, tarts, jellies, or jams.

Ouray used to be famous. Old Man Walsh had taken more than five million dollars in gold from his well-guarded Campbird Mine in that area, which people called "the Switzerland of America." The town had planned a special cele-

bration for July 4th. There'd be a carnival, a baseball game, water fights, and a tug-of-war, with hard-rock double and single jack miners competing on blocks of granite. And plenty of girls. All of which promised to be a lot more fun that the annual holiday parade and speeches of Civil War veterans that Gunnison had planned for stay-at-homes.

But getting back to the story: after Julia had gone, I finished filling the grease cups on the 167, my mind still in a whirl, and then Elmer Weirick came over to see me. Elmer and I were close friends. He was the roundhouse foreman's son, had bristly blond hair, and worked as a hostler helper. When he dressed up, off the job, he looked real smart. The girls buzzed around him like bees around a honey-pot. In fact, he had the reputation of being too familiar with the opposite sex. But I envied his nonchalance and "man-of-the-world" pose. Anyhow, he wanted to talk about the excursion to Ouray. As railroad employees we could both get free passes on the train.

"D'ya think your old man will let us lay off?" I asked, knowing that national holidays were not usually railroad men's holidays.

"Sure," he said. "Leave it to me."

Just outside the door to the office of Herman Weirick, roundhouse foreman, was a blackboard listing the names of all crews and engines running that day. Elmer's father was seated at his desk doing some clerical work and looked up when we entered.

"What do you want?" he scowled.

I'm sure he remembered that unfortunate day, a month before, when Elmer and I borrowed the little switch engine, a Consolidation type, and took her on a joy ride. She went through an open switch, onto the ground, and another engine and a crew wasted half the night getting her back on the rails.

"Sorry to interrupt you, Dad," Elmer apologized, "but Snap and me want to lay off on the 4th for the Ouray excursion."

"Who'll take your places?" he asked.

My friend had the answer. "Ben Wright an' Ellis Bates." (Ben was an engine carpenter, Ellis a car toad.) "I fixed it up with them," he added.

"In that case I'll let you off."

EVER since that afternoon I met Julia in the roundhouse she had been constantly on my mind. I recalled all the words she had spoken to me, and at times when nobody else was around I would repeat them quietly to myself. I also remembered her bright beautiful eyes, her braided hair, and the full breasts that had pressed against me lightly for a brief second. In those long-gone midsummer days I seemed to be walking on air. But for some crazy reason I just couldn't stroll past her home when she was out on the porch. I was still girl-shy. And I couldn't make myself believe that so exalted a being as Julia Tucker really wanted to see me.

Meanwhile, by the night of July 3rd, the South Park agent had sold over 225 tickets for the picnic train to Ouray. That evening a freight train from Salida brought in six coaches and set them out on the Mackelroy track. The special was due to leave at 8 o'clock next morning and reach its destination at 1:30 p.m.

"Let's borrow the switch engine," Elmer suggested, "to ride up an' look over the train."

Well, we did and this time we were careful to keep her on the rails. We knew that the 175, sister to the 167, would wheel the excursion train. In fact, I had shined her up for that run earlier in the day. The crew would include Posey Krall, engineer; Frank Roberts, fireman, and Ike Miller, conductor. Seated at the throttle of the goat, I took her up to the cinder-pit track. Elmer let me out on the main line and I stopped alongside the Mackelroy track, making sure that the reverse lever was on dead center, the throttle closed, and the driver brakes set.

Six shiny red-enameled coaches, lettered and numbered with gold leaf, stood first out on the Mackelroy. They formed what today would be known as a "unit train"; all safety chains were coupled between them and hung above the rails while short chains were coupled between the metal railings on the ends of each open platform. A white bell-cord extended from the rear coach to the front coach platform, where it lay coiled and ready to be connected to the brass gong on the ceiling of the 175's cab. This would form the inter-communication link between conductor and engineer. On the right side of the train was the red emergency cord.

With the aid of Elmer's coach key we entered the cars. Three polished brass lamps hung from the ceilings of each coach between the clerestories with their colored glass. The red upholstered seats had been dusted, the pot-bellied stoves shined up, and the bins filled with lump coal. In each coach the water cooler had been filled and iced, and the shiny tin cup hanging from a clamp beside it was well cleaned.

Mentally I picked out one seat in the rear coach that I visualized Julia as occupying and I gently patted the red upholstery on which I thought her neat little behind might rest. In those days I must have been very silly but I was also very happy. At length, pleased with what we saw, Elmer and I took the switcher back to the Gunnison roundhouse.

THE FOLLOWING morning at 7:30, garbed in my Sunday best—which couldn't hold a candle to the way Elmer Weirick dressed to go out wenching—I showed up at La Veta Hotel (featured in Sept. '67 *Railroad Magazine*), which additionally served as a railroad depot. The special train stood beside the platform, its ten-wheeler blowing a lazy feather of steam from safety valves.

Ladies in mutton-chop white shirtwaists, skirts that almost trailed the ground, and fancy Merry Widow hats crowded the platform, along with boys in knee pants and dress shirts, little girls in colorful starched ginghams, and men of all ages in derbies, flat-topped straws, and some ten-gallon Stetsons. The last-named, together with high-heeled boots, were worn by cattlemen from the valley. Baskets, hampers, and cardboard boxes crammed with food were very much in evidence.

I looked around quickly for Julia Tucker, didn't see her, and felt guilty because I had not been able to muster up enough courage to visit her home. Elmer wasn't in sight, either. Brakeman Cuthbert, in an ordinary dress suit but with a brakeman's nickel-plated badge pinned to his cap, was helping passengers aboard. Ike Miller looked impressive in his conductor's uniform—a swallow-tailed blue coat with brass buttons and a vest that bulged at the buttons. Ordinarily, he was a freight conductor, having been bumped off his regular passenger run a few years before, and as I passed him I smelled mothballs on his old but well-kept uniform.

The fireman, Frank Roberts, beckoned to me from the cab window. Frank was a hellion in his mid-twenties. He and I were quite chummy.

"When we get to Ouray," he told me, "I'll see you at the depot. Soon as we put this engine away we'll do the town together. Right?"

"Right," I said. "I'll be waiting."

Ike bellowed, "A-a-aboard!"

With two soft hoots from 175's chime, steam hissing through the open cylinder cocks, flush-irons between the coaches squeaking, and safety chains rattling, an authoritative shotgun blast from the stack announced that the much-publicized excursion was on its way. Every seat in the coaches was occupied by at least one passenger. Pint flasks of whiskey were beginning to circulate.

The train had straightened out on the main and was rattling over 60-pound steel at about 50 miles per hour just above the mountain village of Hiero when I decided to walk back through the cars to see, en route, various people I knew, including Elmer and, of course, Julia. The aisle was full of screaming, rollicking kids. Attar-of-roses perfume on the women was offset by the barnyard aroma of the cattlemen and the acrid coal smoke and tiny cinders drifting about.

In one seat I saw Herman, true to form, becoming too familiar with a girl passenger. How he had nerve to do it, I don't know. He was reaching a hand across her breasts, right in public, when she slapped his face, with a tirade of angry words; and I passed on, grinning with envy and glancing back.

Pretty soon I found Julia, beautiful as ever and sitting unexpectedly by herself. I smiled bashfully. Her violet eyes boring into mine made me uneasy.

"I shouldn't even talk to you, Snap," she said, edging closer to the window, "but sit down here and explain why you never came to visit me."

"Well, I—I—gosh," I stammered, depositing my skinny rump on the edge of the seat. "I really wanted to, but—"

She surveyed me critically. "I think you're afraid of girls," she announced and moved one leg over so that it touched mine. I felt my ears turning red. I wondered if she knew what she was deliberately doing to me.

"Afraid of girls?" I said miserably. "I guess you're right, Miss Tucker."

"My name is Julia," she corrected.

"Julia," I said with an effort.

It didn't seem right to call such a fine and lovely person by her first name. After that, I couldn't think of anything brilliant to say and I guess she couldn't, either, so we talked about the weather and the scenery and that sort of stuff. Desultory gab. Julia moved her leg away from mine.

THE TRAIN screeched around the sharp curves of Cebolla Canyon and the engineer, Posey Krall, pulled one long whistle blast, followed by a short one, to warn fishermen off the track. Soon we were rounding the last curve above Sapinero, 25 miles west of Gunnison, where I knew we'd stop to let on more passengers. Although I had become enamoured of Julia, after a fashion, she seemed so far above me that I felt ill at ease in her presence; and at length I said with relief:

"If you'll excuse me, I'll get off at Sapinero and stretch my legs a bit—but I'll be back."

She said something—the noise of the train drowned it out—and I swung down onto the depot platform even before the wheels ceased turning. Some hard-rock gold miners and their families, with generous-sized lunch baskets, were waiting to board the "steam cars." Also on the platform I saw four disreputable-looking cowpunchers who looked like typical small-town badmen. They had probably come over from Cimarron, a railroad village at the west end of the 15-mile Black Canyon of the Gunnison. One of them was "Crippled Jim," their leader, wearing his two six-guns as usual and toting a jug of whiskey. The other three had a single revolver apiece and whooped it up prior to getting aboard.

While the conductor, Ike Miller, was registering in the depot, brakeman Cuthbert helped the ladies and children into the coaches. The four cowpunchers, apparently hell-bent for trouble, scrambled into the first of the two smoking cars. I followed them. One man carried a rainbow trout which must have weighed six or seven pounds. I presume he'd caught it in the Gunnison River that morning.

The conductor waved a quick highball to the head end and then climbed into the same coach. His reaction to the cowmen was to lock the rear door so they'd be confined to one car. Crippled Jim, brandishing his jug, sang in a nasal tenor, "We're wild an' wooly an' full of fleas. Ain't never been curried above the knees." The fellow with the big trout twirled it around, obliging everyone in the vicinity to duck. As I came up behind them I noticed that they smelled like four ripe goats. By now we were rattling down the half-mile-deep canyon.

"All right, you fellows," Ike shouted, "either settle down quiet or I'll stop this train and put you off!"

"Listen, cap," said Crippled Jim, "all we want is to get a coupla seats facin' each other so we can harmonize."

After some persusasion, the conductor managed to get four facing seats at the rear of the car, other passengers agreeing to double up to oblige them, and the four unkempt cowmen sat down together, passed around their demijohn, and began singing. Meanwhile, the train had taken on a little Consolidation-type engine, numbered 400, out of Cimarron to help lift it over the 4 percent grade to Cerro Summit. Ike told me that the 400 would doublehead us all the way to Ouray, because we'd pick up two more coachloads of excursionists at Montrose. He had also wired the sheriff in Montrose to remove the four drunken cowmen, which was done in due time.

At Montrose, a carman who climbed into the smoker to refill the water cooler found a dead trout in it. Inasmuch as the passengers had been using the tin cup rather freely, the news of this discovery did not make them feel very good. Evidently the cowman had wearied of toting his big fish around and hit upon this way to get rid of it.

I rode up the mountainous branch with Julia, listening to the steady *chug-chug* of the engine but still feeling uncomfortable in her lofty presence. When, in due time, we arrived at Ouray I was glad to lose myself in the noisy crowd and spend the rest of the afternoon and early evening with our fireman, Frank Roberts. We had a grand time. I didn't see Julia again until after dark on the train, when we were traveling back to Gunnison. You might suspect from such actions that my technique in dealing with girls was immature. It was.

Brakeman Cuthbert was turning down all the lights in the coaches so that the weary passengers could sleep. Walking through the train with him, I saw Elmer Weirick snuggled up closely to the girl who had slapped his face earlier in the day, and both appeared to be in dreamland. The passengers as a whole were a bedraggled-looking bunch, sprawled in ungainly postures, some women revealing more of their legs than they would have done had they been wide awake. All were trying to get some shut-eye.

Julia was seated alone, dozing against a window sill. Her precious face in repose would have charmed a wooden Indian. I sighed and eased into the empty seat beside her. The girl opened her violet eyes, saying. "I'm awfully mad at you, Snap," but she did not try to push me away.

I knew what she meant, of course, and again I felt guilty. I really hadn't made a serious effort to look her up at Ouray. What's more, I couldn't understand why she had wanted to be with me, when so many other fellows were available. Strange as it seems, and I don't know why, she said, "I'm cold, Snap," and she drew me into her arms and my head against her soft curving breasts.

Tingling all over, I reached for her hand, held it tightly, and thus we rode home together in the semi-darkness. We both fell asleep, with her head on my shoulder. I was girl-shy no longer. Tomorrow night, after washing up at the roundhouse and changing my clothes, I would cross the meadow to the white frame house in the cottonwoods and I knew she'd be waiting there for me. ●

Information Booth

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

Bud Rothaar, 757 Pierpont St., Rahway, N.J. 07065

Power-packed duo: Nacional de Mexico articulated No. 3039 and 4-8-4 type No. 2033 push hard in reverse with a cut of 61 cars to couple up to about 20 more, making up a heavy freight train in Valle de Mexico. Alas, big steam power is now gone!

1 ***Please define "wasp excluder."***

A screen-like device inserted in the vent holes of air-brake retainers and triple valves on many freight cars to prevent mud-dauber wasps from building nests in these parts. This information comes from William F. Knapke, retired SP conductor.

2 ***What is meant by "ruling grade"?***

The grade on any given line limiting the tonnage which one locomotive can pull over it. Ruling grade need not be the steepest on a line; there may be steeper grades on which trains are regularly doubleheaded or assisted by pushers.

3 ***Did your magazine ever publish an article on the South Pennsylvania Ry.?***

Yes, in Jan. '38. Since that old issue is no longer available, we will repeat the main points. In the 1880's New York Central was theatened with Pennsylvania Railroad competition between New York City and Albany. The Pennsy was then backing construction of the New York, West Shore & Buffalo. The Vanderbilt interests, associated with the Philadelphia & Reading, retaliated by grading a long, straight roadbed for what was intended to be South Pennsylvania Railway, projected from Pittsburgh eastward to Harrisburg and later to Philadelphia. Reading and CNJ connections would provide through service to Washington, Baltimore, and New York, thus further invading Pennsy territory.

Huge sums were spent on what became known as "Vanderbilt's Folly," a rail route through the Allegheny Mountains. Tunnels totaled 4½ miles; stone piers were built across rivers and valleys, ready for the addition of bridgework; expensive fills and cuts kept the route as straight and level as possible (there was one 40-mile tangent section.) The nearer the project came to completion, the more Pennsy officials worried.

At length in Dec. '85 the rival systems compromised. PRR turned over the West Shore line to the Central and bought the South Penn, on which no

rails were ever laid, except possibly for construction tracks. In 1890 the Baltimore & Ohio acquired the South Penn at auction, probably to prevent future competition, but did nothing with it. In 1934 the Commonwealth of Pennsylvania bought the old right-of-way, still unused, and paved it with concrete to make a motor highway, the Pennsylvania Turnpike.

4 ***Does your company sell hard-cover binders for Railroad Magazine?***

No. Try any big stationary store.

5 ***When was the last regular run of a Canadian Pacific steam loco in train service?***

The engine was 4-4-0 No. 29, built in 1887 and for years a favorite on fan-trips, running Nov. 6, 1960, between Montreal and St. Lin Que., according to Roger Snap, 9 Roscoe Ave., Trenton, Ont., Canada. CP today has no steam.

6 ***(a) How many steam locos are left on D&RGW roster? (b) Now that Alamosa shop is closed, where will they be given major repairs?***

(a) Fifteen serviceable locos: 473, 476, 478, 480, 481, 483, 484, 487, 488, 491, 492, 493, 497, 498, 499. Ten of these are operable, the others in storage or awaiting repairs. Five more, listed as unserviceable, 482, 486, 489, 494, 495, will either be scrapped or donated to parks for display. (b) This shop is not closed. Major repairs are still made there, and several locos are in for work now or scheduled to enter soon, we learn from Ernest Robart, Albuquerque, N.M., who supplied last month's notes on Rio Grande steam freight runs.

7 ***I plan to retire from Great Northern service this year at age 63. Will retirement before 65 affect my rights to a supplemental annuity under the recently amended Railroad Retirement Act?***

No. If you've had at least 25 years' service and are employed by a railroad when you retire, you can start your supplemental annuity at age 65.

8 ***Do you know anything about Chesapeake & Ohio steam loco 2732, now on display at Parker Field, Richmond, Vt., and Santa Fe steamer 1139, at Boot Hill Museum, Dodge City, Kansas?***

Yes. C&O 2732, class K-4, donated to city in 1960, is a 2-8-4 (Alco '44), cylinders 29x34", drivers 69", boiler pressure 245 lbs., weight (without tender) 460,000 lbs. Santa Fe 1139, class 1050, donated to city in 1954, is a 2-6-2 (Baldwin: Burnham, Williams & Co., 1903); cylinders 23½x28"' drivers 69 inches, boiler pressure 200 lbs., weight (without tender) 235,200 lbs. (Data from Koenigsberg's *U.S. Steam Loco. Directory*, reviewed in this issue.)

9 ***What is the Evergreen Freight Car Corp., a name I saw recently on a new boxcar being unloaded in a lumber yard?***

Formed Nov. 15, 1966, by Bankers' Leasing Co. of Boston, Mass., this company owns 1,900 insulated steel boxcars which railroads use to ship lumber and plywood eastward from Eugene, Oregon. Insulation keeps the cargo from being affected by dampness or temperature en route and permits the cars to be designated refrigerator cars, even though they have no mechanical refrigeration equipment. Roads pay

Skaneateles RR. No. 3, a Rogers 2-4-4T built in 1872, at Skaneateles, N.Y., in 1940. She was scrapped in 1942. Dick Palmer, 139 William Street, Watertown, N.Y., 13601, who sent us the photo, is compiling material for a book on this line, and would like to hear from readers who have information, photographs, etc.

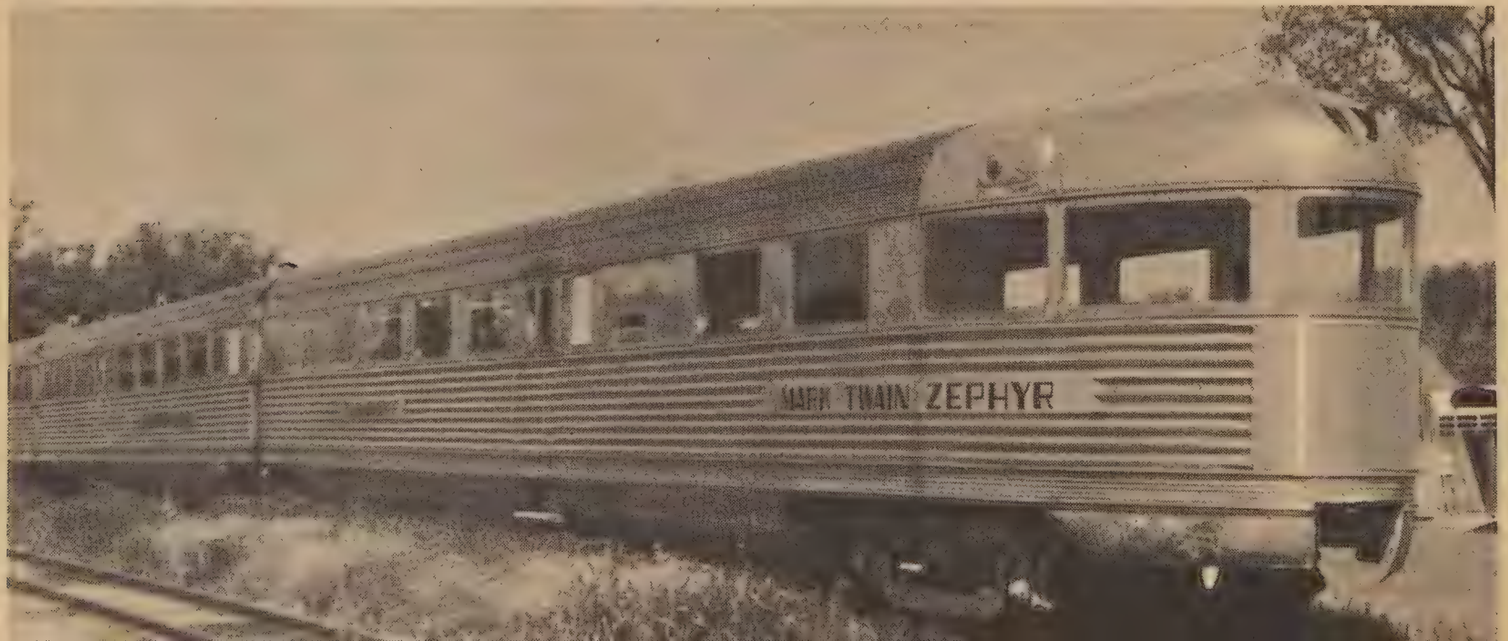
private-car owners only 6½ *mils* (two-thirds of a cent) per mile for the use of ordinary freight cars but 5 *cents* per mile for "reefers," a substantial difference. (*Per diem* charges apply to cars owned by railroads, not to cars privately owned, we learn from Arnold Joseph.)

10 ***Tell me the top speed today of French passenger trains.***

In the 250 miles between Aubrais and Vierzon, the *Capitole* reaches 125 miles per hour, thus displacing the *Mistral* as the fastest train in France. The *Mistral's* running time between Paris and Marseille averages 75.6 mph overall, but on part of that run, between Paris and Dijon, it averages 81 mph. The *Sud-Express* averages 80.6 on its

Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

Burlington Road's *Mark Twain Zephyr*, one of the lightweight articulated streamliners built in the 1930's, made its last run in 1958, was then stored until 1962, when she was sold to Frank Dashner, of Glenwood, Iowa. His plan was to make a restaurant of the train, using its own dining-car kitchen. However, he died soon after, and the train was resold to a group of Mt. Pleasant, Iowa, fans, and was placed on exhibit at the County Fairgrounds there, where we see it in the photo above. Many parts are missing, and train is not in operating condition. Slim-gage track is for steam trains to run as amusements during Fair season.



Cincinnati Union Terminal engine 11, class B-11p, shown at Cincinnati in 1934, came from Big Four, where she had been No. 7419. Built by Lima in July, 1918.

C. W. Jernstrom, 822 Pelham Drive, Fort Wayne, Ind.

Paris-Bordeaux run, 360 miles. Unlike American railroads, SNCF (French National Railroads) is using extra-powerful locomotives to increase passenger-train speed.

11 (a) ***When did Canadian National install centralized traffic control between Boston Bar and Port Mann, B.C., and where were train-order offices located before that?*** (b) ***Is there such a thing as fully-transistorized CTC on any railroad?*** (c) ***What are its advantages?***

(a) Begun in 1958, the installation was completed in '59. Previously, there were train-order offices at Boston Bar, Stout, Hope, Chilliwack, Matsqui, Fort Langley, and Port Mann, according to Mrs. D. Webb, CN's editorial research supervisor.

(b) Yes. The first such system was installed recently on an 80-mile stretch of the Missouri Pacific between Palestine and Longview, Texas.

(c) It permits a dispatcher to set switches and signals by electronic remote control to guide trains to and from sidings and yards and over the main line, enabling the road to schedule trains safely and efficiently. Built-in safeguards make it impossible for a dispatcher to set up conflicting train movements. The MP, which pioneered direction-of-train movements without written orders as early as 1925, now has 2,271 miles of CTC.

12 ***Are any diesel locomotives equipped with spark arresters?***

Yes. For example, all non-turbo-charged Rock Island diesels are having them installed to minimize fire-hazards along the right-of-way.

13 ***I want the words of an old poem, "The Last Trip."***

Here it is, author unknown. This doggerel is rich in steam lore.

An old hoghead had passed away
And whistled off for Judgment Day.
The trip was the first of its kind he'd made
And he worried over how he'd be paid.
He didn't know what rates applied,
As this was the first time he had died;
So, as through distance space he flew,
He recalled all the rulings he ever knew.

He could claim no initial delay at all,
For there had been no chance to stall.
He could claim no time for testing air,
For he didn't have a train-line there.
He could kill no time at the water spout,
For he passed no water tanks en route,
And there was no chance to stop the wheels
So that he could eat his meals.

Thus he kept plugging on his way,
Racking his brain for some delay,
But ponder that matter as he might,
No cause for delay was there in sight.
At last he reached the Pearly Gate
And registered in an hour late.
Then he washed, smoked, and fooled around,
As he had done upon the ground,

Made out his time in the usual way.
Claiming one hour of final delay;
Then grinned as he thought how very neat
He had stolen an hour from old Saint Pete.
As he followed a path to the Pearly Gate
He noticed a sign in large gold plate
And read these words, while his spirit fell:
"If you've been delayed, you must go to Hell."
Then when he saw that he'd been gypped
He tried to claim his pencil had slipped
And offered all of the alibis
That he had used beneath the skies.
Saint Peter said; "Don't lie to me,
The way you did on the old IC!
You must go below where you shall burn
For falsifying your time return."

Running Extra

Info. on an abandoned railroad near Lake Sunapee, N.H., requested by Phil Jordan, comes from, Hugh F. Stephens, 178 Roseland Ave., Caldwell, N.J. 07006. The Dec. '45 *Official Guide* listed a Boston & Maine station at Newbury (Lake Sunapee) on the Claremont branch. This branch ran from Claremont Jct. through Claremont, Newport, Sunapee, Edgemont, Newbury, Bradford, Warner, and Contoocook to Concord, N.H., about 57 miles. The current *Official Guide* lists the Claremont & Concord Ry. as operating between Claremont Jct. and Newport, N.H., about 14 miles. Claremont & Concord took over the former B&M operation and still runs freight on part of the line.

Commenting on item 8 in Nov. *Information Booth*, retired Southern general yardmaster O.R. Bailey says his road's first diesel freight road loco, No. 6100, is in the National Museum of Transport near St. Louis, Mo., and not still in operation as we stated. "At least the body of the 'A' unit is there," he adds, "minus the diesel engine."

Info. on train wreck at Tariffville, Ct., in Jan. 14, 1878, is wanted by Dick Hanschka, 81 Kenwood Circle, Bloom-

field, Ct. 06002. (See feature in our July '36 issue.) He also seeks central New England RR. data and photos.

Pix of Van Brunt Street trolley line, Brooklyn, N.Y., also info., are sought by Ted Gay, 6 Northview Dr., Morris Plains, N.J. 07950. Also views of Niagara Gorge open trolleys and one of the 100-series trolleys operated on 6th Ave., Des Moines, Ia., long ago.

"Old lantern pictured in our Nov. issue was a type used as track side-clearance markers," writes Harry L. DeHoff, 1130 N. Meridian St., Portland, Ind. 47371. "They indicated slow track, switch clearance, or structural clearances. Speed restrictions were usually indicated by two such lamps on opposite sides of the track, one yellow, the other white, facing the engineer's side, placed both at beginning and end of restricted track."

Add to our list of button collectors (Nov. *Information Booth*) the name of Joseph Stark, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428. Joe has two buttons showing trolley cars and the initials A.A. of S. & E. R. E. of A., dated 1934, and asks what the letters stand for (Amalgamated Association of Street & Electric Railway Employees of America).

102 MPH on the *Rapido*

ONE of America's most active champions of rail passenger service is our old friend Thomas T. Taber, ex-mayor of Madison, N.J. The other day Taber and a fellow railfan, Tom Richardson, wanted to ride an Eastern road which went all-out to attract passengers; so they took the Canadian National's *Rapido* from Toronto to Montreal.

CN's fine trains which make 4 fast, comfortable daily runs between those points (two runs in each direction) are appropriately named *Rapido* because they cover the 335 miles in a minute less than 5 hours, with 4 intermediate stops. Two suburban passenger stops account for at least 3 minutes apiece; two engine-crew stops require an additional 4 minutes each. Actual running time, about 4 hours and 45 minutes, makes these trains North America's fastest. There is no longer comparably fast rail service in the United States.

Rapido trains consist of conventional, heavyweight cars, with all seats assigned. The rate for Pullman riders, $7 above coach fare, includes excellent meals in the diner at no extra cost. The two Toms found Toronto Union Station not only filled with travelers arriving and leaving by rail but the depot itself clean, dignified, and professional-looking. It did not give them the vague impression of being a supermarket or a Coney Island midway, as some big terminals do.

Track 1, on which the morning *Rapido* leaves at 9 a.m., is conveniently situated very near the waiting room. Its gate opens a half-hour before train time, with the gateman offering a cheery "Good morning!" and later the parlor-car attendant saying: "Good morning, gentlemen (or ladies)! Welcome to the *Rapido!*" Soon a public-address system comes alive with another friendly greeting and invitation to breakfast.

After the Guildwood stop, the 3 diesel-electric units accelerated the 14-car train, on which the two Toms were aboard, and Taber took out his stop-watch to check their speed by flitting mileposts. The track was in superb condition and the terrain suitable for high speed. To those of us who recall that before World War II the Pennsy's trusty GG-1 electrics snapped Philadelphia-Washington trains along at 100 miles per hour, sometimes even better, the *Rapido's* performance awakens nostalgic memories of the days when many U.S. runs were much faster than they are today.

The top speed recorded by Taber's stop-watch on the *Rapido* was 102 mph, with some miles at 100, many above 90. Most of the cruising speed, except when the diesels labored up the few grades or slowed for operating reasons, was 80 or better. At length, right on the dot, the *Rapido* eased proudly into Central Station, Montreal. *That* was railroading! Where under the Stars and Stripes can you travel by rail today at such an average fast pace for over 300 miles?

But Arthur T. Knowles P.O. Box 1943, Grand Central Sta., New York, N.Y. 10017, disagrees with the assertion, published in this magazine, that since the Canadian National can increase its passenger load and hopefully its revenue, U.S. railroads could do the same.

"The Canadian lines now have help through the Canadian Transportation Act of 1967, which gives them 80 percent of their certified actual losses, an advantage which no railroad south of the Canadian border enjoys," Art writes. "Since 1946 the Santa Fe, for example, has spent $136 million on its passenger service, is proud of that service, and has waged a strong advertising campaign on its behalf. But in 1966 its passenger deficit was $32 million, its passenger revenue $39 million, and its mail revenue $35 million. Recently the Post Office Department at Washington, D.C., jolted the Santa Fe by announcing that all but two of its RPO cars would be discontinued.

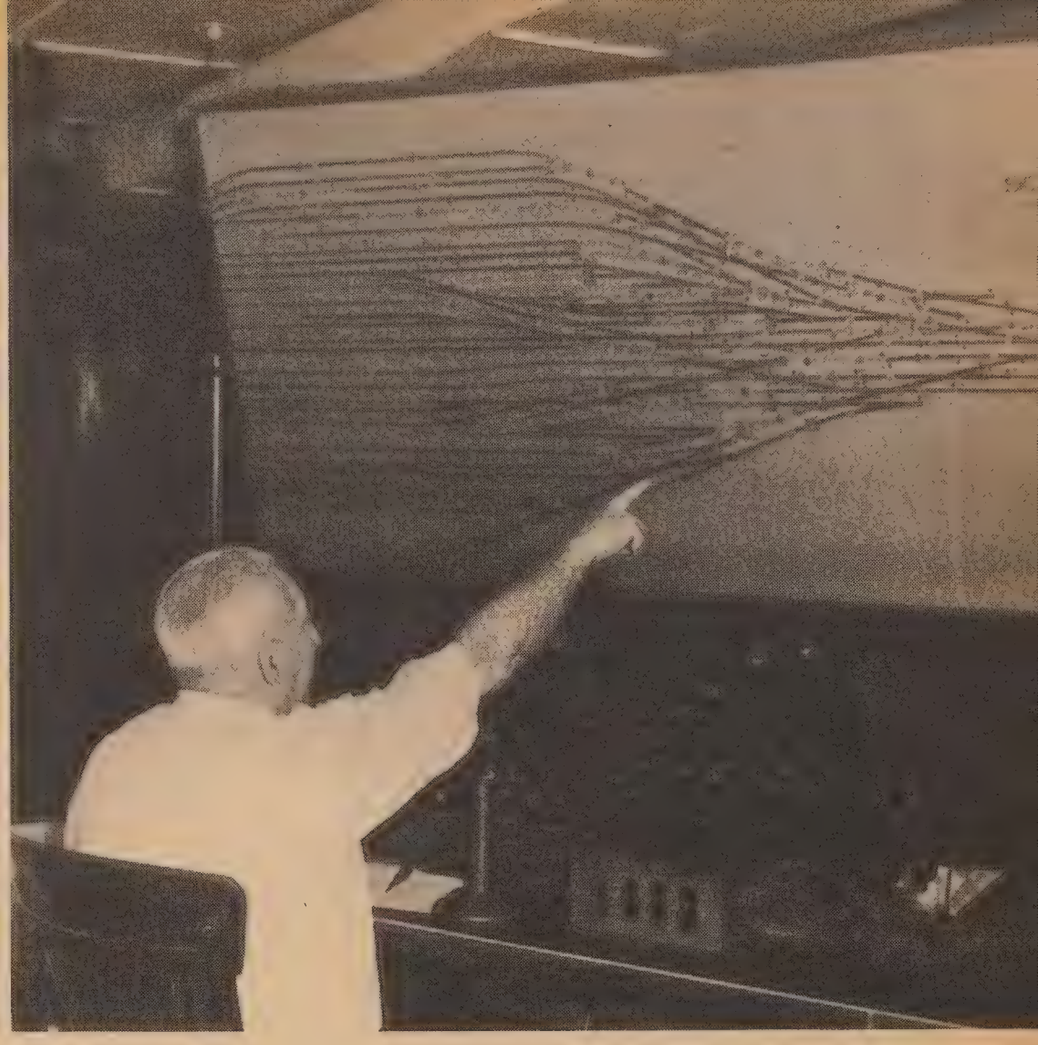
"Airlines, aided by millions in local, state, and Federal money, operate 165 daily jet flights between Chicago and California. Also, more than $15 billions of Government funds went into new highways in 1966 alone. No wonder Santa Fe passenger revenue is dropping sharply. No wonder the management has applied for ICC permission to take off most of its interstate passenger trains. And other railroads face a like situation!

"Because I love trains, I belong to the new National Association of Railroad Passengers. Anyone wishing to help this worthy cause should send $5 now to NARP, 333 N. Michigan Ave., Chicago, Ill. 60601."

We'd like to see NARP convince Congress of the urgent need by U.S. railways for Federal funds so that they, too, can operate fast passenger trains—like the *Rapido* that makes up to 102 miles per hour.

Allegheny Ludlum Steel Corp., Pittsburgh, Pa.

U.S. Department of Transportation high-speed test train, shown above, continues to make trial runs on Pennsylvania Railroad main line between Trenton and New Brunswick, N.J. All four cars, made of stainless steel, lack seats; they contain instead testing devices which measure speed, acceleration and deceleration, tracking characteristics, body sway, vibration, and other phenomena which arise at speeds of more than 150 mph. Production cars with curved sides, different trucks, are being built.



New York Central tower man at Tower A points to board which flashes lights indicating movement of trains serving Grand Central Terminal.
New York Central photo

TRAIN *Dispatchers* IN COMMUTER SERVICE

by Freeman Hubbard

MOST commuters have a closer personal contact with railroad men than with the employes of any other industry. As a rule, they never see the agricultural workers who milk cows, feed hogs, pick oranges, or produce coffee beans for their breakfast nor the machine operators who turn out nylons or leotards for their wives. But they meet railroaders face to face every time they buy tickets or have them punched.

One man they do *not* see is the train dispatcher. Yet that person, more than any other, is responsible for getting their trains over the road in time. He is, in a sense, the boss man of the railroad. As R. C. Coutts, former president of the American Train Dispatchers Association, told me, "No other class of employes is more responsible for the safe and efficient operation of trains."

Isolated from the public, the dispatcher sits at a desk in a rather small office with a headset microphone on his chest, a loudspeaker facing him, and a ballpoint pen in hand, continually getting reports and filling his trainsheet (a wide piece of ruled paper) with hundreds of tiny neat figures.

It's a confining job. Like most of us, he works eight hours a day, five days a week, and he sticks close to his trainsheet. Usually he brings lunch from home or sends downstairs for coffee and sandwiches, and eats at his desk while on duty.

But he isn't alone. Two or three other dispatchers and a chief dispatcher or assistant chief usually work in the same room, at different jobs. The chief is available for consultation or to take over in case of sudden illness.

All day long DS (symbol for dispatcher) listens to what seems like an endless drone of voices coming in over the loudspeaker—voices telling him that "Train 23 passed Stamford 4:34," "Train 238 arrived Stamford 4:35," "Train 240 arrived Mamaroneck 4:36," and so on. If you've ever attended a tobacco auction, you know what I mean.

Sometimes on the busy stretch of New Haven Railroad between South Norwalk and Woodlawn, where the New Haven's commuter traffic feeds into New York Central tracks, more than 5,000 entries are made on a single train-sheet during a 24-hour day.

Now and then a conductor's voice breaks in to ask instructions under special circumstances, stating problems that must be resolved at once and correctly. Above all, safely.

The dispatcher is a well trained technician, in some respects like a chess player, a traffic cop, an airliner captain, a switchboard operator, and a clairvoyant. He manipulates trains like pieces on a chessboard, with sole authority to issue or change train orders as the need arises. Trainmen may make suggestions, but no trainman may challenge his final decision.

UNLIKE the traffic cop, he must be aware at all times of every train on his division—a division usually being up to 100 or even more route-miles of track —and he must be able to look at least a few hours ahead.

He uses his mike to talk with the operators of interlocking signal towers. The Long Island, which handles more commuters than any other railroad in the country, has 25 such towers spaced out along its 343 miles of track. Men working in towers and passenger stations report the exact moment every train passes, and DS jots it down on his sheet.

He notes also the number of each train that operates on his trackage and the engine number, if there is an engine. On some roads he adds the names of engineman and conductor, the time

they went on duty, number of cars, tonnage in the case of freight, and minutes late when entering his territory. His train-sheet is a permanent record of the day's operations. They've often been used in court to determine train movements, weather conditions, and so on.

DS must have a clear mental picture of all this data. Also all the grades, curves, turnouts from the main track, signal arrangements, and capacity of sidings on his division. In short, he must really know his railroad and must be an authority on operating rules.

At any moment the routine of progressive reports of trains passing may be broken by a crisis requiring immediate attention. He sizes it up and acts quickly. His decision is based on knowledge of the rules, the track layout at the scene, the equipment, and the description given him of the gravity of the situation, and estimates of the time needed to clear it up.

And he'd better be right. The wrong decision could conceivably cause a million-dollar wreck, not to mention loss of life. It could conceivably result in his being demoted or discharged.

Dispatchers should of necessity be a hardy lot, well adjusted and able to take it, for their work is, perhaps, the toughest job on the railroad. Any psychologist can tell you that acute mental fatigue comes from having to make quick and often important decisions all day long, and such pressure is hard on the heart.

"We believe," says an American Train Dispatchers Association report, "the life expectancy of dispatchers is some 15 years short of the national average of 67 years for the railroad industry. Relief from the strain of the last two hours of work each day would have a salutary effect on longevity."

SOME railroad officials and even some dispatchers challenge those findings.

"What is the Jersey Central doing to ease the tension under which dispatchers work?" I asked Al Bjorkner, a former dispatcher, now director of passenger services and assistant to the vice president and general manager.

"Several things," he said. "Our commuter runs are now guided by timetable only. They no longer need train orders also, except on a few specific occasions. Furthermore, we have lessened the dispatchers' work by requiring that only every other tower, instead of every tower, report each train as it goes by."

The Long Island's commuter trains are dispatched from an office in Jamaica, the New Haven's from New Haven city, and the Erie-Lackawanna's from Hoboken, the Jersey Central's from Newark, and the New York Central's from Grand Central Terminal.

Dispatchers work in three shifts—midnight to 8 a.m., 8 a.m. to 4 p.m. and 4 p.m. to midnight. No two men collaborate on the same stretch of track at the same time.

Procedures vary on the different roads. Jersey Central was unique in the New York suburban area because it had two sets of dispatchers to handle commuter trains only—one set for part of the incoming tide, the other set for part of the outgoing tide—and because it excluded freight trains from commuter-hot rails.

The biggest headache connected with New York Central commuter runs is their two-minute headway during traffic peaks. There are four parallel tracks used by both the New Haven and the New York Central. Like highway lanes on some bridges, three are used for inbound moves in the morning, three outbound at night. A delicate bit of juggling by New Haven dispatchers is to get a westbound freight headed for Oak Point or Bay Ridge off the line leading right across two eastbound tracks without gumming up commuter schedules.

At New Rochelle Junction the New Haven's line from Penn Station feeds in. This layout tests the dispatcher's judgment. He must decide which freight trains can move, and when, without stepping on the toes of suburban passenger trains.

Late one October afternoon a 114-car freight rumbled toward the junction. It was then only 4:15. DS decided it was a safe bet to let her roll ahead of the commuter rush.

At 4:45 she was passing through Norwalk when, unexpectedly, the emergency brakes slammed on. The crew got out and began a car-to-car inspection to learn what was wrong. It was a tedious chore. After that, more time was lost by pumping air back into the train-line to let the freight proceed. In all, an hour and 33 minutes went down the drain, Commuter traffic piled up behind, and that night many disgruntled suburbanites ate warmed-over dinners.

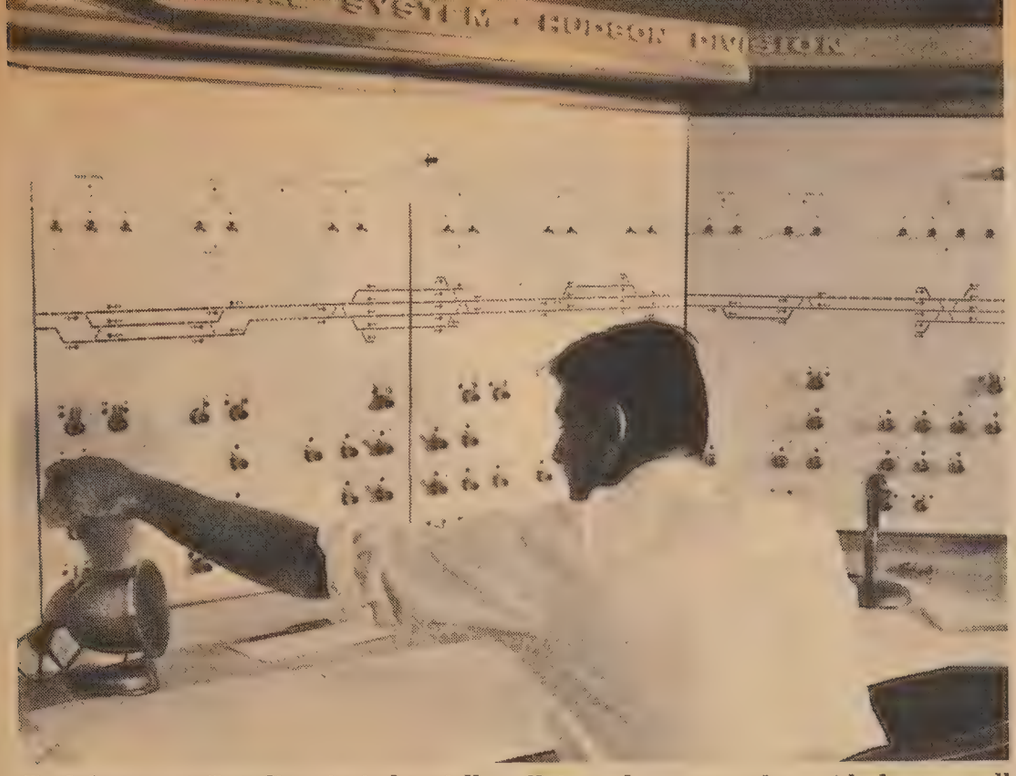
USUALLY, when any train is stalled in the commuter zone, the conductor calls the nearest tower or passenger station from a trackside telephone, the locations of which are printed on his operating timetable. The wire is always open so he can get instant attention. Tower man or station agent relays his message to DS.

At times a conductor calls the dispatcher directly. In the rare event of DS needing to get word to a train, he communicates through a station or a tower, and the setting of signals stops the train. If the special company telephone wire were to fail, which almost never happens, the dispatcher could use radio or regular phones.

No commuter train is given preference over any other commuter train. Each runs "on the advertised"—that is, by the timetable. Seldom does snow pile up on busy track in sufficient quantity to stall commuter trains, but it isn't uncommon during a blizzard for DS to order out a "light" engine—one without cars—or an empty electric train to run up and down the line to keep it open. On the rare occasion when the snowfall is extremely heavy he's forced to annul some trains.

Warren W. Scholl, Room 7, Parsons Bldg., Batavia, Ohio 45102

Oldtime dispatchers remember Long Island steam trains like this one, No. 8, shown with engine 40, class G-5, on the wharf at Greenport, N.Y., in May, 1938.



Push-button railroading is industrially efficient, but men who push buttons all day had better engage often in long walks or other physical activity if they want to avoid degenerative diseases. This dispatcher is operating CTC board to control train movements on the New York Central Railroad's Hudson Division.

New York Central photograph

Titles vary. The head of the Long Island Rail Road's dispatching office is the movement director, Barney G. Bower, superintendent of transportation. The list of mishaps that might delay commuter trains is endless. "You could spend a whole week compiling such a list," Mr. Bower told me, "then find a new one the next day," But the principal problem on the LIRR, as on the New York Central, is the short headway between trains, a situation that quickly compounds a simple delay into a multiple tie-up.

For example, power failure on a Port Washington-bound train at the mouth of an East River tunnel held up 13 other trains. Just behind the first stalled train stood a Babylon express. DS ordered the express to push the "cripple" from the tunnel, meanwhile sending out a diesel locomotive to tow the disabled train to its destination. Fifty-seven minutes lost. But for the dispatcher's promptness the delay would have been much greater.

Dispatchers minimize delays by rerouting from one track to another to run around a crippled train, by putting into a siding, and in many other ways. Conversely, an inept DS could easily aggravate original delay.

Power failure of a Pennsy electric locomotive hit by lightning tied up a tunnel and a flock of suburbanites. At Babylon a swan got entangled in overhead wire, electrocuting itself and knocking out both third-rail and signal power. Other birds, rats, squirrels, and even ants are known to have delayed trains by short-circuiting the power. So have boys flying kites in rainy weather, wire dangling from overhead bridges, and gate stanchions pushed over by automobiles.

DRAWBRIDGES also can be a pain in the neck to dispatchers. No railroad man knows when the draw will have to be raised for a boat or how many trains it will stall. Once Long Beach, N.Y., was cut off for 16 hours when a boat caught fire at a drawbridge leading to the terminal, and trains had to turn back at Island Park, the last station short of the bridge.

Barney Bower recalls the time a barge got stuck in a drawbridge, with delays to Long Island suburbanites that couldn't be blamed on the railroad. But the strangest incident he could think of occurred during a snowstorm. A man was towing a cabin cruiser on a sled across the track east of Riverhead when the sled broke down, blocking the line for a short time. Prompt action by a dispatcher got a tow truck on the job, so that only one train was delayed.

Among the commonest causes of delay are careless motorists stalling on the rails, running into trains, and getting hit by trains. One automobile was wedged in between two trains at Westbury, N.Y., and the crews wasted valuable time looking for the driver's body. Later they learned he'd fled the scene unhurt.

Other causes are small children playing on the tracks, passengers injured by jumping off a train before it stops or becoming so ill on a train that they have to be carried off, the placing of obstacles on the rails, jokers pulling the emergency cord, and dogs running at large. One Long Island train was delayed not long ago by hitting a deer near Yaphank.

Before the New York City Transit Authority took over the Rockaway Beach line, train service was held up now and then by costly fires, presumably due to lighted cigarettes tossed out of train windows, igniting ties or the wooden trestle. But it's wanton vandalism that really makes the railroads angry.

"The Long Island," Mr. Bower told me, "spends about $50,000 a year replacing train windows that are broken by stones or BB shots from air rifles. But such things rarely delay trains."

For many years the Long Island's biggest bottleneck and one that constantly annoyed the dispatchers was the maze of tracks at Jamaica through which pass nearly all of the road's trains.

"It took a complicated system of new switches and signals to lick that one," Bower said. "This speeded up traffic, making life a little easier for our train dispatchers and providing somewhat better passenger service."

Cooperating closely with the dispatcher on some railroads is the transportation desk in the main office building. In case of sudden emergency such as fire or derailment he calls that desk and tells them about it. The New Haven's transportation desk has a wire that can cut in at any moment on the dispatcher's wire and the man in charge there can listen in on what goes on and offer suggestions.

Nearly all train dispatchers in the New York area have been promoted to their jobs from tower operators. Very few are holdovers from the days when Morse telegraphy ruled the rails. It's a common saying that the railroad spends $10,000 in training a tower man to become a dispatcher.

Not every tower man can qualify. Some can't stand the responsibility, the heightened tension. No doubt about it, the men who control commuter traffic have one of the toughest jobs on the railroad.

STEVE MAGUIRE'S

TRANSIT TOPICS

Artist's conception of American Electric Power System's new dragline, world's largest mining machine, and its automated electric railroad which will operate on 25,000-volt current. Both are now under construction at Muskingum mine in Ohio. GE is building locos.

American Electric Power Service Corp.

ABOUT $600 million will be available (we hope) for building additional subway mileage in New York City, possibly some new lines in the East Side and Queens and extensions in the Bronx and Brooklyn, as a result of New York State voters' approval of a $2.5 billion transportation bond issue. This is said to be the largest bond proposal ever put forward by any state. The Legislature will have to approve specific projects.

Steve Maguire

A total of $1 billion is earmarked for mass transit but $1.25 billion for highways. The latter figure is much too high in view of the desperate need for more rail facilities. Another objection to the bond proposal is the allotment of $250 million for airports. Ratification of the measure is regarded as a triumph for Governor Rockefeller, who proposed it and then campaigned actively for it.

A NEW railroad, the Muskingum Electric, together with what will be the world's largest coal-mining machine, is expected to begin operation this summer in southeastern Ohio near Beverly, just south of Marietta. The railroad will not be a common carrier but will move coal 15 miles from the Central Ohio Coal Company's Muskingum Mine stripping area to the conveyor-belt loading facilities of Ohio Power Company's power plant on the Muskingum River. The whole constitutes a sizeable $40 million project.

Now under construction, the line is the only electric railroad other than rapid-transit lines built in the U.S. recently. Two trains, both fully automated, will make a total of six round trips a day at a maximum speed of 55 miles per hour. A newly developed General Electric E-50 locomotive, incorporating many significant advances, will pull each train's string of fifteen 100-ton hopper cars. The loco will carry its own rectifying equipment, changing alternating current into direct current to provide pulling power. It will operate on 25,000 volts, the highest voltage yet used in the U.S. for a locomotive. Maintenance on the 5,000-hp E-50 will be less than half of a diesel of comparable horsepower, and loco life will be much longer.

AFTER nearly 60 years of talk, the District of Columbia's dream of a modern subway system is approaching reality. Since 1960, when Congress created the National Capital Transportation Agency to begin detailed engineering planning for a subway system—an idea first proposed in 1909—the project has suffered setbacks. A detailed 1963 proposal for an 83-mile rapid rail and subway system, costing about $800 million, was scuttled in Congress as too big.

However, in July, 1965, Congress agreed to a 25-mile, $431 million subway network inside the District of Columbia and provided $6-million to begin preliminary engineering studies. But Congress also made clear that the real authority and responsibility for paying for the rail system depends upon another group, the Washington Metropolitan Area Transit Authority.

Working on a timetable largely set by its predecessor, the new agency is supposed to reach the first subway ground-breaking this year, the first station-to-station operations in 1972, and full operation of the 25-mile system by the end of 1973.

OUR recent list of cities with subways under construction should have included Mexico City and several Russian cities, according to Elliott Kahn, Flushing, N.Y. Following the lead of Paris and Montreal, Mexico City has decided to run its subway trains on rubber tires, and 300 rubber-tired cars have been ordered from France (which is supplying more than half of the capital for the new Mexican system). Construction of the first of three lines, now under way, is expected to be completed in June '69. The first line, 5.4 miles, will run from Chapultepec Park, through the center of the Federal District and terminate near the International Airport. Two other lines in the 18.6-mile system are scheduled for completion by Oct. 1970. Total cost is put at $202.4 million.

PAUL SMITHS Electric Railway, near St. Regis Chain of Lakes in upstate New York, was abandoned about 1936 but its remains came to light recently. J.B. Puchalski, an instructor at Ferris State College, Big Rapids, Mich., stopped at Paul Smiths, N. Y., and discovered the dilapidated body of one of the line's two cars in the woods, minus trucks. Years ago, a group of New York City juicefans had heard a rumor that this line was still operating.

They searched the area, but found nothing, and came back convinced the whole thing was a hoax. The railway was not then operating, but all the time the car body apparently had been sitting where it was abandoned.

The 7-mile line, owned by the Paul Smiths Electric Light and Power Company, began operation in 1906, providing service from the New York Central's station at Lake Clear Jct. to Paul Smiths Hotel, near Saranac Lake, in the Adirondack Mountains. Built to standard gage and laid with 60-lb. rail, the line was unusual in that it operated with 5,000-volt alternating current and with overhead wires strung off-center, necessitating four poles per car, two on each side of each end. As better highways were opened, fewer hotel patrons took the trolley, and service dwindled to naught. We wonder if a museum might want the old car.

A RAIL-BUS has been tested experimentally on Norristown line of Philadelphia Suburban Transportation Co. as a possible substitute for the present electric railway service on the 20-mile Norristown high-speed route and the trolley lines out of 69th Street terminal in Upper Darby, Pa., to Media and Sharon Hill. The proposed substitution was contemplated by Merritt H. Taylor, Jr., the company's president. He thought that new electric railway cars would be too expensive as against the cost of new buses operable on or off the rails. The experiment flopped.

Road-rail test bus in trial on Philadelphia Suburban Transp Co. Norristown line. The experiment has been discontinued.

In view of the impending takeover of the system by Southeastern Pennsylvania Transportation Authority, it seems unwise for PSTC to try to scrap its present system before the Authority can complete its purchase and make its own decisions. PSTC stated:

"The Hy-Rail vehicle is much less expensive to operate than an electric rail car—perhaps 25 percent. Furthermore, the initial cost of the vehicle is substantially lower than that of an electric rail-car. With these lower operating and capital costs, it is likely that where heretofore rail passenger service has been abandoned it could be restored and operated at a profit.

"Most U.S. rail lines were built well before World War I. Since then the residential, commercial and industrial centers have moved away from the railroads because of the private automobile and motor truck. The rail lines are rigid and could not move with the changing communities; they have had very limited usefulness in the highway congestion battle. Now Hy-Rail could

Jim Walker photo

The old Los Angeles funeral trolley *Descanso*, now owned by Orange Empire Trolley Museum, Perris, Calif., where it is seen on display, with a balloon from nearby Piccard airfield overhead. This is probably the only trolley funeral car still surviving.

J. B.Puchalski

Body of Paul Smiths Electric Railway car was recently discovered sitting in the woods near Paul Smiths, N.Y., in the Adirondack Mountains, apparently where it was abandoned. (See item above for details, and photos on page 52 showing the car when it operated.) We'd like to know what eventually happens to this old relic.

Chicago South Shore & South Bend No. 22, eastbound on East LaSalle Street, heads for yards and terminal. Pairs of double-sash windows have been fitted into former picture-window apertures for fresh-air ventilation. This is one of the few street operations left in the U.S.

Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

give the motorist portal-to-portal transportation, utilizing both highways and rails. With faster, more convenient, and more economical transport than the private automobile, many motorists will gladly abandon the chore of driving and will utilize the Hy-Rail."

And Alton D. Dimmerick of Upper Darby says:

"The Red Arrow's glowing publicity for Hy-Rail bus would be more impressive if Mr. Taylor had sufficient experience to remember that this is not a new idea but one which failed several times 30 years ago. Reading Co. tried a bus-type rail car on its Bucks County line to New Hope. Public Service over in New Jersey tried a contraption almost identical to Red Arrow's on the old Trenton fast line, and the suburban electric lines out of Washington into Virginia tried it too on a larger scale, but none of them lasted."

LAST season, 128,551 passengers rode the 90-year-old Duquesne Heights Incline, one of the last two such lines in Pittsburgh, Pa., reports Jim Cerny, our indefatigable correspondent in that city. The season put $18,000 into the coffers of the non-profit Society for the Preservation of the Duquesne Heights Incline, according to its president, David H. Miller. But lightning struck the 800-foot incline and only the presence of two employes prevented a serious fire and shutdown. This led to the installation of a fire-detection system around the upper station. After all expenses had been paid, $3,173.83 net cash remained—not bad for a transit system that apparently had been heading for the scrap heap four years ago! The organization also has about $11,000 in its reserve fund.

ALTHOUGH the old British Columbia Electric Ry. no longer operates under its own name, Edmund E. Pugsley, 1275 Brantwood Rd., North Vancouver, B.C., Canada, reminds us that it was taken over by the provincial government's B.C. Hydro and still runs under the new name. Besides being a retired BCE motorman, Ed is the author of many railroad fiction stories and fact articles published in our magazine and elsewhere.

"The old line between Vancouver, Steveston, Marple Jct., and Chilliwack has about 150 miles of very active freight operations, including yardage," he writes, "more than a dozen diesel locos, and interchanges at a dozen different points. B.C. Hydro's annual report shows over 1½ million tons of freight handled per year, grossing $5½ million. Also 10,500 employes plus 1,000 pensioners, including myself.

"The original agreement for improved labor conditions on the old BCE was worked out in 1914 on my dining-room table and was signed in December, 1915, by the railway management, the Order of Railway Conductors, and the Brotherhood of Locomotive Engineers. Our pay rate per 10-hour day in 1914 approximated today's *hourly* rate with fringe benefits. Ever since I retired in 1950 those two labor organizations have carried me on their honorary membership lists. I am probably the only survivor who was party to benefits of that 1914 agreement."

Public open house at Branford trolley museum, East Haven, Ct., in May 1966, saw restored former Brooklyn elevated car running with pole past trolley fan making a movie. Note trolley signal on pole at right, from street location in Yonkers, N.Y., where its red and green lights controlled a single track on Warburton Ave.

Roger Arcara, 2421 Webb Ave., Bronx, N.Y. 10468

THE OLD interurban terminal on south Third Street in Columbus, Ohio, which in happier times was used by cars of nearly a dozen or so traction lines, is about to be razed and the two acres it stands on will be leased to a private developer, says Don Blakeslee of that city. The property is owned by Josephinum College, whose treasurer, Father Gilbert Schmenk, says the Greyhound bus depot and A&P store on the land are moving out. Greatest loss is sustained by the Columbus Model Railroad Club, which for 17 years had a fine big layout in the building but had

Looking south along Meridian Street, Indianapolis, from Washington Street, the evening rush hour is at its peak in this mid-1920's view.
Collection of John G. Williams, Jr., 6130 N. Carvel, Indianapolis, Ind. 46220

to go. The layout filled a 6x25-foot area, complete with hills, tunnels, cities, and 167 electric controls.

"SPRINGFIELD TERMINAL RY. is still running freight trains, although a caption in your May '67 issue gave the impression that it was gone," writes Phil Jordon, P.O. Box 403, Manchester, Vt. 05255. "Recently, however, the tracks on Clinton Street were cut back, due to a repaving project. Electric operation was replaced by diesels in 1956."

LEO J. CUSICK, who succeeds Rush B. Lincoln in the job of general manager of the Massachusetts Bay Transportation Authority, is understood to have the right to transfer or fire anyone in the system's management level. At one time he was Assistant General Supt. of the N.Y.C. Transit Authority and, more recently, worked for the Federal Government in Washington.

"Cusick's accession puts him in a

San Francisco cable car was decorated last November 10th for ceremonies marking the reopening of the car barn and power house. New electric machinery had been installed to work the cables, and arrangements to accommodate visitors touring plant.
Ted Wurm, 122 Monte Vista Ave., Oakland, Calif. 94611

spot somewhat like that of being caught in the New Haven Railroad buzz saw," comments Peter G. Greenought in the Boston Globe. "MBTA has been aptly described as the worst conceivable inter-relationship between public administration and private enterprise. Substitute political pinch for private enterprise and you have Cusick's dilemma. For that matter, Cusick inherits in large degree much of the commuter problems of both the tottering New Haven and the no-less-beleaguered Boston & Maine. They are now well woven into MBTA's operational framework and probably will become more so in future."

Construction of the new Kennedy Library on MBTA yards at Cambridge may result in the abandonment of the Ashmont-Mattapan high-speed trolley line and replacement by busway along its route, according to Ron Salters, 26 Pierce St., Weymouth, Mass. 02188. The MBTA had hoped to relocate its yards and shops at Codman Square, but strong opposition from residents in the area led to legislation forbidding it.

Now the Kennedy Library trustees must find a new site for MBTA, to whom they will pay $6 million for the Cambridge yards. They have engaged an engineering firm to advise them on the feasibility of building the new rapid transit yards in the Neponset River marshlands near Ashmont and in the area of the present Butler Street trolley stop on the high-speed line.

Should the new location be found feasible and if the facility is built at the Butler Street site, the Authority will have to extend the Cambridge-Dorchester rapid transit line beyond its terminal at Ashmont and build a rapid transit (high-level-platform) station at Butler Street. The Cedar Grove trolley station would be eliminated and possibly the trolley line replaced by a busway.

German Transit Lines

WEST BERLIN'S final tram ran last Oct. 2nd when Berlin Verkehrsbetriebe No. 3566 led a farewell parade of cars through the community over route 55, the only remaining tram line there for a year or more. Erection of the grim and ugly Berlin Wall a decade ago cut off the BVB system from the eastern section of the former German capital, limiting its operation to the western side of the wall. But East Berlin still has its own system of more than 20 active trolley routes.

Also in Germany, at Karlshruhe, the annual German Federal Garden Show featured exhibits in two separate locations one-half mile apart—City Park and the old palace grounds—connections between the two areas being provided by trolleys of Stadtwerke Karlsruhe. For that occasion five old historic trams were brought in from other German cities, repainted in bright colors with pin striping, and put to use in transporting flower-show patrons. We learn from an American, Captain J. M. McMillan, Co. C, 83rd Engr. Bn., APO New York 09176, who supplied the photo shown here, that two of the cars came from Berlin and one each from Dortmund, Dusseldorf, and Duisburg, in addition to Karlsruhe's own equipment.

All cars used temporarily on the Garden Show run were 4-wheelers at least 40 years old. When the show ended last Oct. 23rd, the imported cars remained in the city, operating now on route 3, for the companies which had supplied them to Karlsruhe decided that the cost of shipping them back home was prohibitive.

New Electric Publications

BUSES, TROLLEYS, AND TRAMS, by Charles B. Dunbar, has 141 pages, 8½x11", including 24 pages of color shots and over 200 black and white photos. Published by Paul Hamlyn Group, Drury House, Russell St., London WC2, England, it sells at $2.98.

As a history of local and suburban transportation from stagecoach days to the present, it tells of transport from stages to omnibuses to vehicles on rails and finally buses, trolley buses, and rapid transit.

While emphasizing British history, Dunbar really covers the whole globe in text matter and pictures, with considerable U.S. material. His handling of competition between trams (trolleys) and buses, for example, is tastefully done. Pictures are uncommonly good. The 24 gorgeous full-color pages alone are worth the modest price of the book. In some respects, this is the most valuable work in its field. Don't be misled by the fact that it was written and published in Britain. It is gotten up in such a way as to interest English-speaking readers everywhere, and it is sure to sell very well in the U.S. and Canada. The price is remarkably low for a professionally-produced hard-cover book of its size and scope, especially one with so much rich-looking color in the illustrations. If published in America such a book would probably cost at least $10.

ELECTRIC RAILWAY CAR TRUCKS, by E. Harper Charlton, has 98 pages, 8½x11", soft cover, and staple binding. This reference book covers all known types of streetcar trucks fabricated by builders in years past, with descriptions of each type and illustrations. It is valuable for those interested in the frames and wheels on which carbodies rode. But the author tells us that some errors crept into captions and text, primarily because final proofs were not sent to him before publication. Being a perfectionist, Mr. Charlton is rather piqued because the final product is not up to his high standard of accuracy. Even so, the book has much to recommend it. Copies can he had for $3.50 each from Harold E. Cox, 80 Virginia Ter., Forty Fort, Pa. 18704.

CATENARY THROUGH THE COUNTIES: *The Story of Montreal & Southern Counties Railway*, by Anthony Clegg and Omer Lavallee, 64 pages, 11x8½", with hard cover, relates the history of a famous Canadian interurban line from its beginning in 1909 until the end in 1956. The M&SC was scrapped so that automobiles could use the right-of-way across Victoria Bridge. The line was completed to Granby, P.Q., 50 miles southeast, in 1916. By 1951 it had already been cut back. In the book are many photos, all well reproduced. Cost is $5.95 (in Canadian funds) from The Classic Era, P.O. Box 772, Montreal 3, P.Q., Canada.

Currently shown at many movie theaters is a powerful 20th Century-Fox film, *The Incident*, that should interest transit fans. The plot centers around a New York subway ride, Bronx to Times Square. It deals with personal involvement in what happens to other people. The catalyst is a pair of drunken young hoodlums looking for kicks. Among their fellow passengers are just about every type of rider you'd be likely to find in the subway. We see them before they board the train, listen to their quarrels, perceive their unhappy relationship. Acting is splendid, action is varied, sometimes shocking, and there is much suspense.

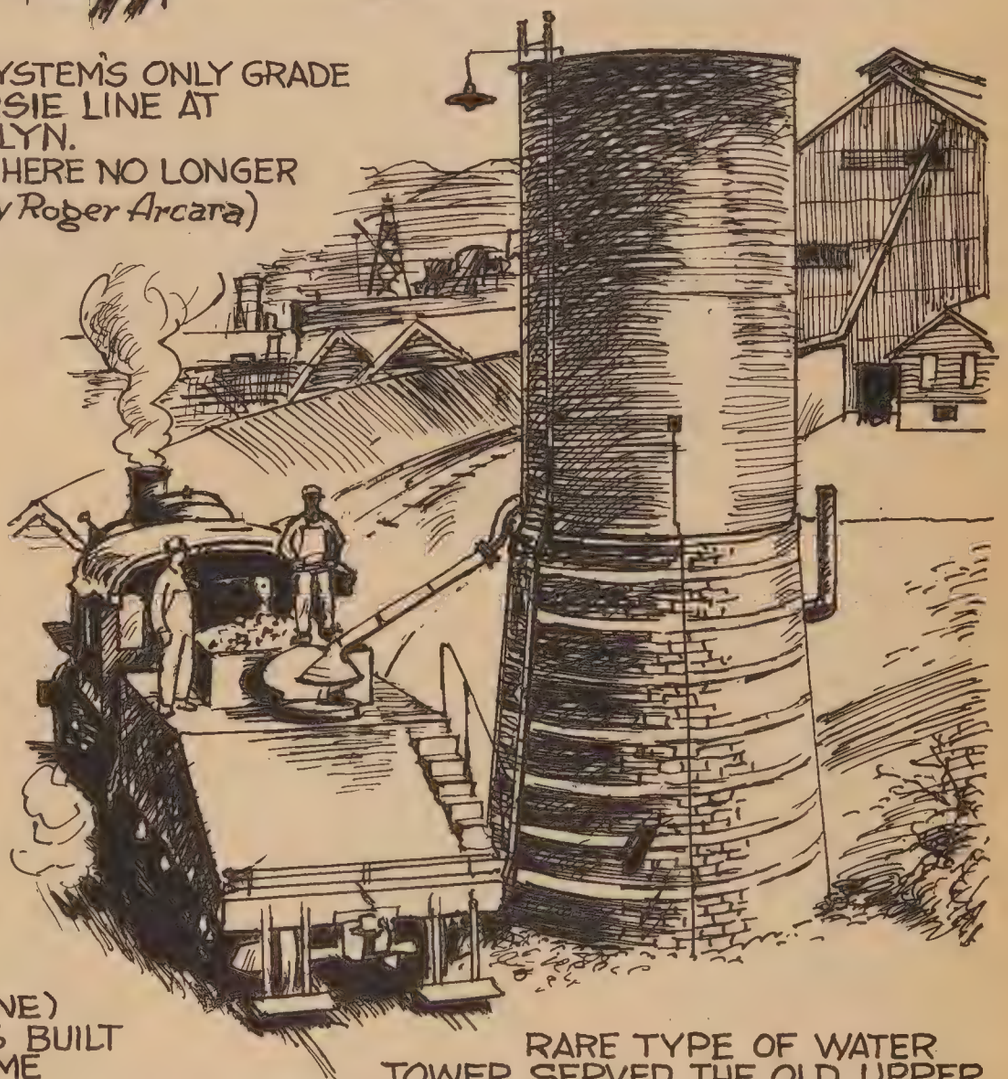
Photo by Captain J. M. McMillan

Berlin tram 5964 in special Garden Show service in Karlsruhe, Germany last May.

ALONG THE IRON PIKE

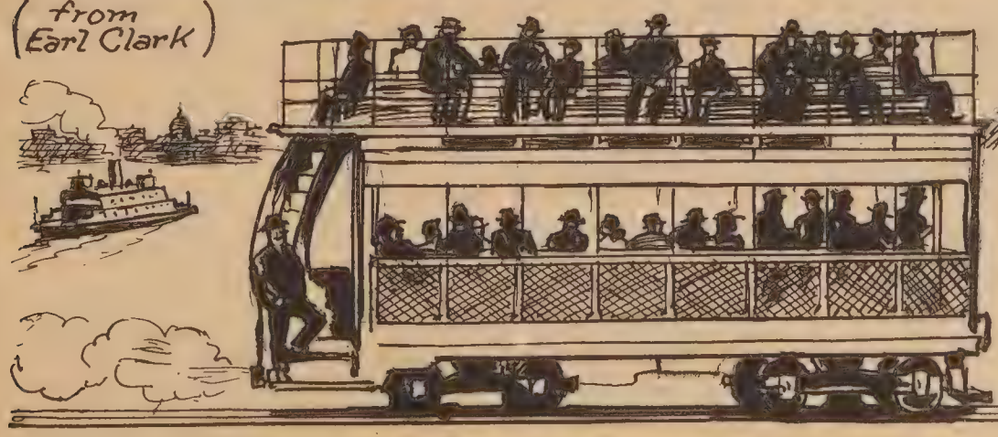
by Joe Easley

NEW YORK CITY TRANSIT SYSTEM'S ONLY GRADE CROSSING IS ON BMT CANARSIE LINE AT EAST 105TH STREET, BROOKLYN. MULTI-SECTION CARS SHOWN HERE NO LONGER ARE USED. (Drawn from photo by Roger Arcara)

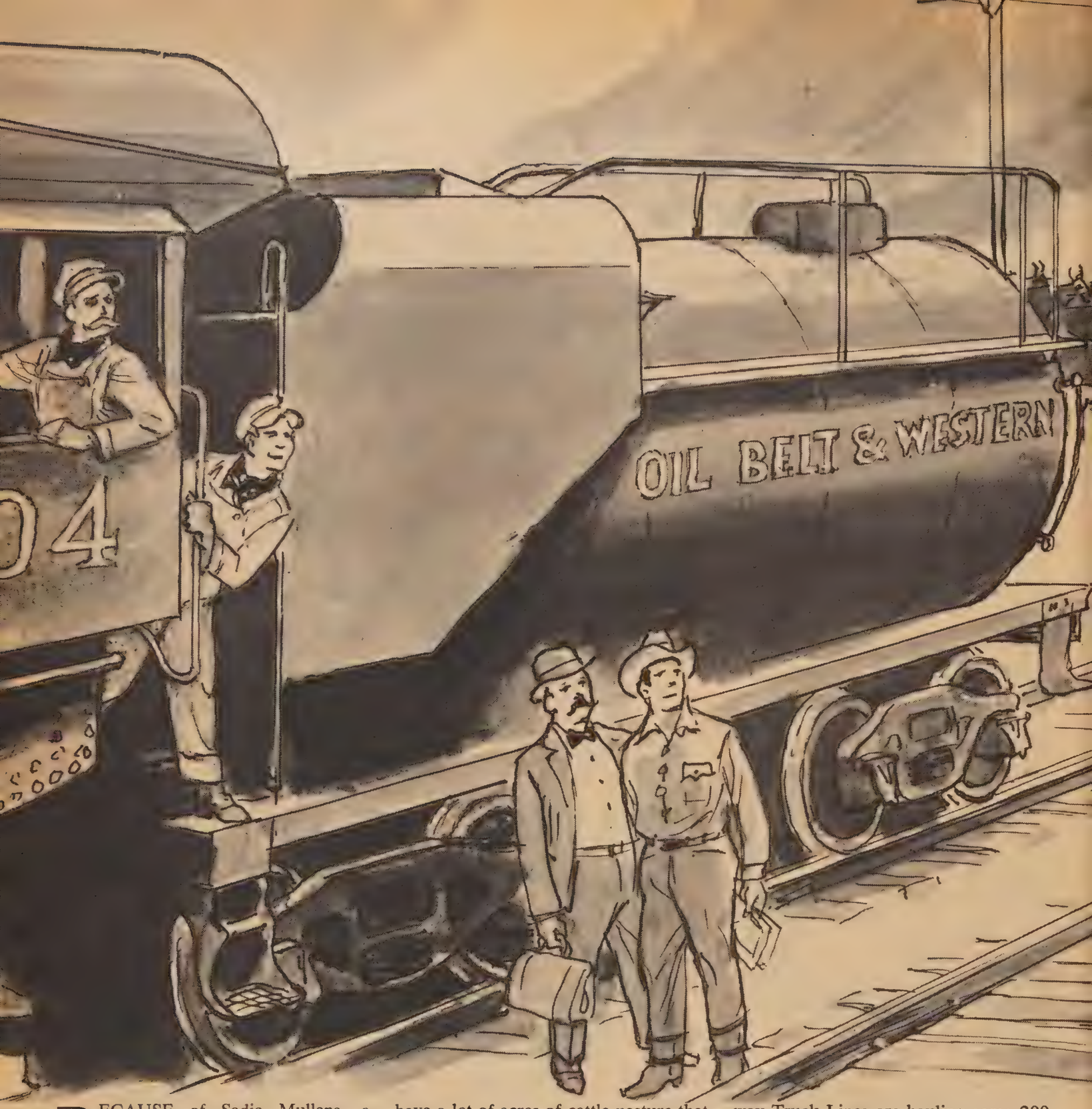


SCHWEBEBAHN (MONORAIL LINE) AT DRESDEN, GERMANY, WAS BUILT IN 1901, ABOUT THE SAME TIME ANOTHER GERMAN MONORAIL, THE WUPPERTAL, BEGAN OPERATION. (from Earl Clark)

RARE TYPE OF WATER TOWER SERVED THE OLD UPPER MERION & PLYMOUTH RAILROAD AT SWEDELAND, PA., THE ENGINE WAS 0-6-0 NO. 26. (Drawn from 1949 photo by H. Reid)



OLDTIMERS LIVING IN OAKLAND, CALIF., REMEMBER THIS TYPE OF DOUBLE-DECK CABLE CAR THAT USED TO RUN THERE.



BECAUSE of Sadie Mullens, a young and delectable widow, the kind you'd love to go to bed with every night if you were married to her, I am down here at Deer Run happily located in the cattle and cactus country of Texas. My name is Sol McCool. Now that a certain business deal of a railroad nature has gone through and I am in the market for a woman, I have every intention of courting Sadie, or trying to, at the earliest opportunity.

Sadie is smart, she is. Maybe a bit pigheaded, though, or used to be. And well heeled. She doesn't own the King ranch or anything that big but she does have a lot of acres of cattle pasture that are now giving some good business to the Oil Belt & Western Railroad.

That is where I come in. I am the new OB&W agent at Deer Run and I like it. And I think that Amos Topper, general manager of the road, will be more likely to want me to stay here permanently if I settle down with a wife. The same applies to the general freight agent, who has let me transfer to station service. Both men dislike boomers. But I'll tell you the story.

Recently, Mr. Topper reads an obscure paragraph in the *Truck Lines Monthly* which mentions that the Blazeway Truck Lines are hauling some 200 head of prime beef cattle from the Mullens ranch near Deer Run, Texas, to some place or other. And because Deer Run is served by the Panhandle branch of the OB&W, that little paragraph arouses the Old Man. And his investigation brings disturbing information that for the past three months not one head of Mullens stock has moved over OB&W rails, whereupon the irate general manager dictates a sizzling letter.

Why, he asks, is our road losing the business which, without complaint or dissatisfaction, it has handled for two generations? *Why*, when at huge ex-

fiction story by

DON LIVINGSTON

TWO-WAY RULES

illustrated by Joseph Easley

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WYANO, PENNA. 15695

Send for FREE circular

pense the OB&W provides modern stable cars, fast freight power, and a new roadbed, affording the Mullens ranch the world's best transportation, *why* should we play second fiddle to stinking motor trucks?

Why, when even the stock pens at Deer Run have been rebuilt from scale gate to loading chute, should fewer animals be loaded through them? Is our Traffic Department asleep, or is it merely incapable and inefficient? There is no excuse for this loss, Mr. Topper contends, and Mullens freight must be returned to the rails immediately.

His letter goes to the freight traffic manager. From this office it is shunted like a hot brick from one department to another, until it comes to the desk of the ruthless general freight agent. Well, the G.F.A. glances at the letter, bites his Corona cigar in two, curses eloquently, and then reads it thoroughly.

Mr. Topper's persistent use of the word *why* is most annoying. And so the G.F.A. takes action. He passes the official bawling-out onto me, attached to a full sheet of company stationery upon which he scrawls:

"So, go to Deer Run and get that business back from Mrs. Mullens."

Well, I pack a suitcase and catch the afternoon train to Deer Run. There I greet my friend Bill Masterson, the ambitious station agent. Bill is wearing a ten-gallon Stetson plus highly-polished cowboy boots. He is, I might say, a cattle-businessman and this is his everyday uniform. Besides being an op and station agent, Bill is a traffic-getter. He speaks the lingo of the ranch boys, drinks their beverages, and draws their four-legged freight to the OB&W pens.

THE COMPANY, it seems, has Bill slated for the job of general livestock agent in Fort Worth and he is getting first-hand experience at Deer Run in the cow country. No wonder his map is normally wreathed in a political smile. But today, as I step off the afternoon local, the smile is not there. After preliminary greetings, he drawls sadly:

"Don't need to tell me what you're here for, Sol. The Old Man sent the division superintendent a copy of that letter, and the super's raisin' hell with me. He says I antagonized a big shipper, ran off a lot of business and started Topper on the warpath. Looks like my chance of landin' that Fort Worth job is gone—unless we can get Sadie's cows back."

"You know the lady?" I ask.

Bill grins expansively.

"Yeah. Mrs. Mullens owns and personally manages the biggest ranch in Deer Run County. A swell kid and a blonde with violet eyes and all that, but she's as temperamental as a movie star. When I go to see her about routin' freight she has me run off the place."

"What seems to be the trouble?"

"She claims that I mistreated her."

He pulls the livestock tariff down from a shelf and with his finger he points out a certain paragraph therein. I read: "Item 177: Only adult males are permitted to accompany shipments of livestock as caretakers."

"The catch," says Bill, "is that Sadie herself wants to go to market as caretaker with a shipment of cattle."

"But a lady wouldn't want to ride a caboose with roughneck trainmen and cowpunchers," I point out.

"Oh, wouldn't she?" chortles the agent. "You just don't know Sadie Mullens. That dame sets her mind and nothin' can stop her. When I refuse to give her a caretaker's pass, she tears up the shippin' contract and has her cattle driven right out of our pens and back to the ranch."

"I'll have a talk with her, Bill."

"Not yet awhile, Sol. Blondie's got something else on her mind to be peeved about. Wait till things cool down."

"What is it this ime?"

"It's Hank Mattox, and I can't say I blame the girl for feelin' upset. You see, the Mullens ranch is runnin' short of pasture on account of the drought, so Sadie makes a deal to sell stock cattle to a close-fisted old duck named Klinglesmith. Well, when Hank hears about it he offers Tightwad the same kind of beasts at a better price, and of course the old gent snaps it up. This leaves Sadie out on a limb."

"Even so," I reply, "we'll go over to the ranch right away and see her."

"Not me! Personally I'll do the cause more good by stayin' out of her sight. But I'll loan you my car. . . ."

IT'S a nifty car, about a block long, and it don't take me long to drive out to the Mullens spread.

The house gleams white and inviting through the foliage of an elm grove. There's an iron horsehead hitching-post at the front gate, while two rows of gay petunias border the flagstone walk to the front porch. A dark Mexican woman slightly less than a century old shows me into the cool, spacious living-room, where I see a slick chick seated possessively at a big oak desk checking over a business-like ledger.

She rises to greet me. This pert little blonde, with a welcoming smile like early springtime, surely can't be the defiant ranch-owner who inspired Mr. Topper's hot letter and sent me down

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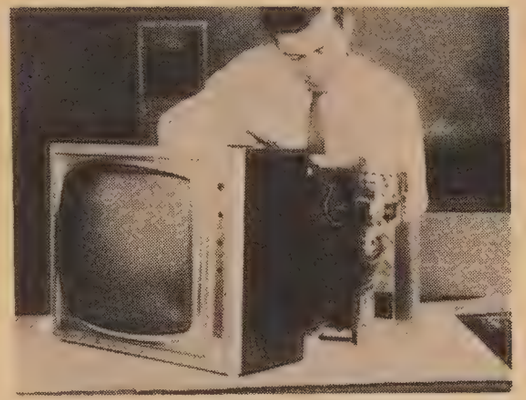

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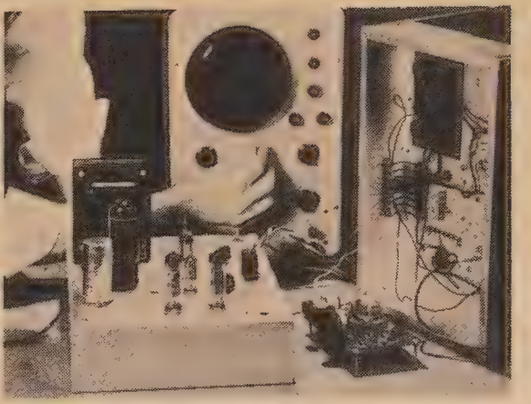

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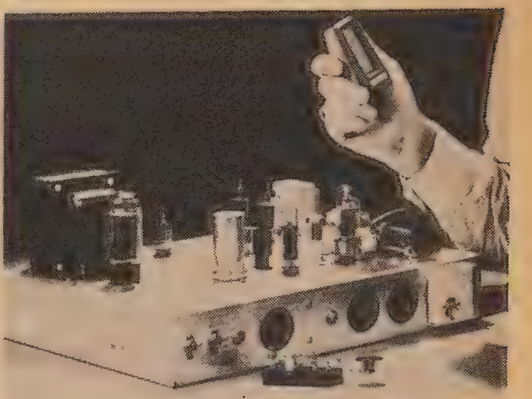

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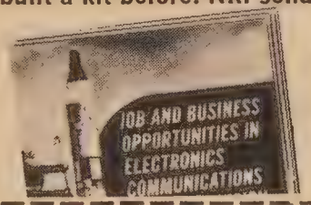

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here to Deer Run post-haste. And yet she is. The widow and nobody but.

You all know Sol McCool. Business first. Mrs. Mullens invites me to be seated. She indicates a chair with a slender white arm that never in this world was made for bulldozing steers.

Thus encouraged, I open my heart—in a business sense, that is. I explain that there has been a misunderstanding but that I, Solomon McCool, am delegated by the Oil Belt & Western Railroad to bring order out of chaos. I ask her how we can make amends.

"Mr. McCool," she says, "I've been discriminated against. We Mullens have been shipping cattle over your road for many years, but recently when I asked for my first caretaker's pass your agent at Deer Run refused to give me one."

"We regret that," I purr, "but the rules specify that only men may serve as caretakers."

"I own the cattle, don't I?"

"Certainly you do, ma'am."

"And I am a legal, enfranchised, tax-paying citizen, am I not?"

The bright soulful eyes boring into the upper part of my new plaid necktie put me right in a corner. Hard-boiled though I am with male shippers, as anybody will tell you, this luscious morsel has me backed against the ropes.

"I know, ma'am," I gasp, "but—"

"And I am selling cattle in competition with ranchers all over the West; and these others, being men, are given free transportation to and from market points—are they not?"

"That is true, ma'am."

She smiles triumphantly, "Then why am I denied the privilege which my competitors have?"

The violet peepers are snapping now. I can easily see why Bill Masterson fell down. Still and all, I have a professional job to do so I blurt out:

"Mrs. Mullens, the caretakers who ride cattle trains are supposed to look after the cattle enroute—lift 'em up if they fall down, feed 'em if they're so many hours in transit, and all that sort of thing. A lady couldn't do that."

"And why not? You think I'm not strong?" she challenges.

"No it isn't that, Mrs. Mullens. A job like that would be—er—perhaps we should say *unladylike*."

There, the fatal word has slipped out! The fire in those pupils is no longer mild and caressing.

"So," she exclaims, "you assume to teach me what is not ladylike! I suppose it isn't ladylike for me to ride a bronc astraddle or doctor a sick calf or shoot off a rattlesnake's head."

"Now, ma'am," I say desperately, "most women could not—"

"Most women don't run ranches. Most of us have no reason to serve as caretakers of livestock. But I do! So I refuse to give your road my business. Good day, Mr. McCool!"

"But Mrs. Mullens, surely—"

"Good day, Mr. McCool! Tonia," Sadie calls out, and at the doorway appears the old Mexican woman. "Tonia, bring in Growler!"

Tonia vanishes, but quickly reappears with a vicious-looking German police dog. The brute growls and snarls and tugs at his leash. I am very uncomfortable. And the old lady looks none too capable of holding Growler in check.

"Mister," Sadie says, "I seldom have a caller so rude that I have to bring in Growler. Good-day, Mr. McCool!"

A low tantalizing laugh follows me out of the patio.

WHEN I get back to the depot, in no happy frame of mind, I find a commotion going on between Bill Masterson and a loud-mouthed, red-faced cattleman whom I recognize as Hank Mattox. I recall that Hank is partly responsible for Sadie's bad humor. He appears to be mad clear through and he's telling the agent what should be done to the OB&W.

At length Bill gets in a few remarks. "Hank, it's a free country, and you can truck them calves or leave 'em in your pasture for all I care. But if you ship 'em on this railroad you're gonna give me a health certificate for 'em, signed by a licensed veterinarian. That's the law."

Hank goes off, muttering darkly.

"What's his trouble, Bill?" I ask.

"He's sore because he's got to get a health certificate on cattle he's shippin' to Mr. Klinglesmith tomorrow."

"Looks like we're getting in bad with a lot of shippers," I remark.

"Nothing ever pleases Hank," says Bill. "He's a chiseler and the only time he ain't unhappy is when he's drivin' a hard bargain. But I don't feel like turnin' handsprings myself. The super just wired to know if we've made peace yet with Mrs. Mullens."

"What did you tell him?"

"What *could* I tell him? How'd you make out with her, Sol?"

"While rule 177 stands, the lady ships no cattle by rail."

Bill flops into a chair. "Just as I thought! Lot of good you did goin' out there. Sadie told me the same thing."

"And you know she's right."

Bill looks at me glumly.

"Sol, we're licked. We're tripped up by an archaic sentence designated in S.W.L. Tariff 880-B as rule 177."

"Bill," I ask, "how long has that rule been in the tariff?"

"Long as I can recall. Why?"

"Did it ever occur to you to advise the Traffic Department that it's unfair and should be eliminated?"

"Why—uh—not me. My job is to get freight business, not to advise the tariff experts."

"Your own words condemn you, Bill Masterson," I tell him. "You say that rule 177 is discriminatory, and that is why we lost Sadie's goodwill. But Amos Topper is going to say: Masterson, why didn't you ever protest against that rule?' "

"But what'll we do, Sol? What'll we do?" Bill is frantic now.

"That question, I can answer in the negative. I know only what we *won't* do. We won't give up—not yet."

I STROLL over to the Greasy Spoon cafe a block away, for a bite to eat and a little meditation. The food is all right, but the meditation isn't. I'm forced to the conclusion that Bill is right. We're sunk. And there'll be much ado in the Traffic Department of the OB&W when I report back that we can't get the business which Old Man Topper says *must* be recovered.

As I head back to the depot I see Hank Mattox, accompanied by a slouchy-looking gent with a handbag, come out of a frame shack across the street. A sign on the window says "M.O. Hightower, Veterinarian."

"So Hank is getting his health certificate," I tell the agent later. "He just now drove off with Doc Hightower."

"Lot of good that'll do him," says Bill. "That old quack ain't authorized to issue permits. He ain't even got the necessary blank forms. But who in the hell cares? We'll both be canned."

"Easy, easy!" I says. "Perhaps we can use chicanery. Let me think."

It is a drowsy day in July. The sun is playing peek-a-boo behind fleecy white clouds and a Gulf breeze is holding the temperature down to a livable basis. Taking a seat on a baggage truck at the end of the station, I go into consultation with myself.

Nearby some teamsters are loading hay into waiting boxcars, while down the track a hundred yards or so a section crew is noisily lining up a switch point. I always do my best thinking on railroad property with the sights and sounds of activity about me.

My problem is this: The irresistible force of Blondie's determination has encountered the immovable obstacle of a railroad rule. The desired solution is peace and harmony. After much cogitation I go back into the agent's office.

"Bill," says I, "is Klinglesmith coming down here to inspect the cattle that Mattox is shipping him?"

"Yeah," is the flat answer. "Hank got a wire sayin' he'd be here on the 8:45 a.m. Hank's puttin' the stuff into the pens this evenin'. We'll load 'em tomorrow."

I hurry over to the stock pens, about a quarter-mile down the track. There half a dozen punchers are sitting on the fence talking about the anatomical peculiarities of women. A lot of thin-looking cattle are milling around. Hank and Doc Hightower are down among them. Doc is prodding the animals with a hickory stick like he might be looking for a case of lumpjaw or a broken leg. I surmise he will sign a certificate declaring them to be free from all contagious and communicable diseases.

RETURNING to the office at the depot, I come upon Bill Masterson sadly working on his reports.

"Anything new?" he croaks. "I've been watchin' the trail, but I don't see a sign of Sadie gallopin' over the prairie with a herd of cattle for our shippin' pens."

"Did you ever hear of such a thing as two-way rules?" I ask cryptically. "That is to say, if one rule works against you, another rule might work in your favor?"

Bill snorts: "No, but whatever it is don't get revenue for the OB&W nor save our jobs."

"Listen, Bill," I confide. "I got a scheme. If you can talk intelligently for once, I'd like some information."

"Shoot!" he invites grimly.

"In case Sadie Mullens has sold them cattle to Klinglesmith," I ask, "would she have kicked about getting a health certificate, too?"

"She wouldn't need any. She's got an accredited herd."

"Thanks," says I.

"Well, what am I gonna tell the super? Old Man Topper is hot after him. They want to know if we're gettin' the Mullens account back."

"Tell him we're negotiating," says I, "and will wire him the outcome."

The next morning a glorious red sun floods the sky like a can of paint upset and a gentle breeze waves the dewy grass. It's a swell day. Borrowing Bill's car for company business, I drive leisurely out to the Mullens ranch.

There I meet Sadie down at the corral. She is dressed in boots, a split skirt, and a heavy blue shirt, and is engaged in directing the inoculation of calves against blackleg. She greets me with a look of surprise and annoyance. But her annoyance don't last long. Woman-like, she pats the strands of golden hair which have strayed beneath her Stetson.

"Mrs. Mullens," I begin, "you recently almost sold Mr. Klinglesmith a herd of stocker cattle."

"Almost," she says. "But Hank Mattox chiseled in with some cheaper stuff and cut me out. Of course, your railroad will give Hank a pass if he wants to go along with the cattle."

"Not this time, because at the last minute Klinglesmith is refusing to buy Hank's cattle."

"Why, what's the matter?"

"Lady," I says, "some complications are pending which Hank can't handle. And if you'll only be present at the right moment, I don't doubt that you can sell to Mr. Klinglesmith at your original price."

She snaps: "Mr. McCool, I don't have to run after Klinglesmith or any other tight-fisted buyer."

"True. But you don't often have a chance to whip Hank Mattox."

Eagerness flashes into Sadie's violet eyes. "I don't understand."

"You will, in due time."

She smiles dubiously. "All right, Mr. McCool. I'll go to town and look into it. I'll have to run in and change."

IT IS nearly ten o'clock when we reach town. Sadie, with typical independence, refuses to ride with me. She drives her own car. Hank's punchers are loafing around the loading pens as we pass, and I see Hank and a heavy-set stranger head for the agent's office. We stop at the edge of the platform. Sadie nods casually at the two men as they vanish inside.

"That's Klinglesmith with Hank," she informs me.

"You go inside the waiting room, Mrs. Mullens," I say, "and keep out of sight if possible. When I signal you it will mean the time is ripe for you to make your sales pitch."

I hurry into the office. Klinglesmith is dictating shipping instructions to Bill Masterson, who is filling out the shipping contract with a typewriter. Hank is perched back in a chair with his feet on the telegraph table. I gather the impression that selling the herd is a big moment in his life. Then Bill asks for the health certificate.

"Here it is," Hank says, pulling from his pocket a folded sheet of paper. It proves to be ordinary school-tablet writing-paper filled with longhand.

Bill glares at it blankly. "I can't use that thing."

"Why not?" Hank lets the legs of his chair down with a bang. "It's a health certificate."

"It is *not*!" Bill retorts. "It's a letter from Doc Hightower saying he's inspected your stocker cattle. As a health certificate it ain't worth a damn."

"You said you want a certificate, and I got one," Hank whines. "What are you bellyachin' about?"

"A health certificate must be written on regular printed forms," Bill says, "and signed by the state veterinarian and have a number on it."

Hank jerks the paper from Bill. "This thing is your certificate," he bellows. "Get me? This here sheet of paper. And you're goin' to take it and like it."

He slaps the paper violently down upon the agent's desk. Bill chokes off a sharp retort.

"I'll show you," he says mildly.

He pulls down from the shelf the book of quarantine rules, but Hank knocks it from his hand.

"You don't read me nothin' out of a moth-eaten book! I know the law. I'm givin' you a certificate and you're takin' it!"

Hank's fist, tightly gripping the homemade document, plays menacingly in Bill's face.

Bill is a good-natured guy. But he's had a lot of abuse in the past few days, and this is more than enough. The glint

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in his eyes is translated into physical action. Bill bounds out of his chair. There is a dizzy whirl of legs and arms and the thud of a heavy body on the floor. Hank Mattox is lying stretched out with the agent on his stomach.

"Now, Hank," says Bill with astonishing calmness as he recovers the quarantine book, "I'll read to you like I aimed to in the first place. This is a legal statute passed by the sovereign state of Texas to protect the cow industry against tinhorn crooks like you."

Then Bill reads aloud: "All cattle must be accompanied by a health certificate includin' test chart or tuberculin test, issued by the United States Bureau of Animal Industry, state or accredited veterinarian."

Hank gives no sign that he heard.

"Get that?" Bill asks. "You know damn well that Doc Hightower ain't accredited nor licensed."

Klinglesmith taps Bill's shoulder. "Let him up now! We're not shipping any of his cattle. I thought Mattox had sense enough to know he needed a certificate."

Hank gets to his feet, puffing hard. "This'll cost you plenty!" he tells Bill. "I'll run you off your job."

"The only running you'll do," says Klinglesmith, "is to run cattle back to your ranch. The deal is off."

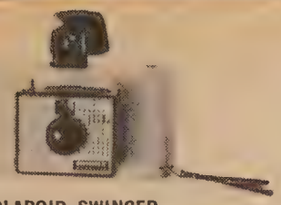
Muttering, Hank slinks out of the office. Sadie Mullens has breezed in, without waiting for my signal, and the violet eyes are shining.

"Good morning, Mr. Klinglesmith," she greets genially. "Since your deal with Hank is off, I want to remind you that I still have the stocker stuff you want. Same price accredited herd. No certificate trouble."

He looks confused. "Thanks, Sadie. Same price, you say? Sure. Drive 'em in. We'll ship tomorrow by rail."

Sadie gives me the kind of look I've never before seen in a woman's eyes. I am thrilled all over.

Some day, very soon, I'm going to drive out to her ranch again. But it won't be in Bill Masterson's car. Bill has just got word about the new job at Fort Worth he was waiting for, and his face is one big smile. I'm staying on here at Deer Run. And so, thanks to the brains of Sol McCool, the Oil Belt & Western has got back the Mullens cattle shipments, a certain new station agent has fallen in love with a blonde, and everybody is happy—except maybe Hank Mattox, who don't like two-way rules. ●



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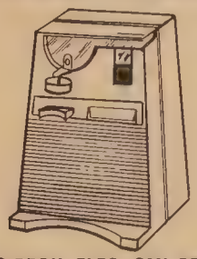

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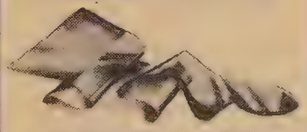

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I enclose $3.00 payment in full for a year's membership in the Wholesale-Discount Buyers Club. Please send full information on merchandise and automobiles, immediately. Also put me on the list to receive the regular special mailings. I understand that I am not obligated to buy anything and that I will receive a full refund of the $3.00 membership fee at **any time,** with no questions asked.

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HOBBY CLUB

conducted by Sy Reich

AN EXHIBITION of Phoebe Snow memorabilia is on view now thru March at the New Jersey Historical Society, 230 Broadway, Newark, N. J., open from 10 a.m. to 4:30 p.m. daily, Tuesday through Saturday, under joint auspices of the Society and the Railroadians of America. Material on display is largely from the collection of Thomas T. Taber, corporate secretary of the Railroadians, 43 Hillcrest Rd., Madison, N. J. 07940.

Sy Reich

There is no record of a real person legally named Phoebe Snow. The name, with pictures and text matter, was used to advertise Lackawanna passenger service from 1900 until World War I. In those days DL&W was known as "the Road of Anthracite." Hard coal burned so cleanly that even Phoebe, clad in white, could ride the trains without fear of soiling her dainty attire. In 1930 the name was revived when a Miss Antilly, also in white, rode the Lackawanna's first electric train between South Orange and Hoboken, N. J. But the original model for Phoebe Snow was Mrs. Marion Murray, who became Mrs. R. V. Gorsch and died last August 4th. Some of her personal effects are included in the current display.

Along the Steam Trail

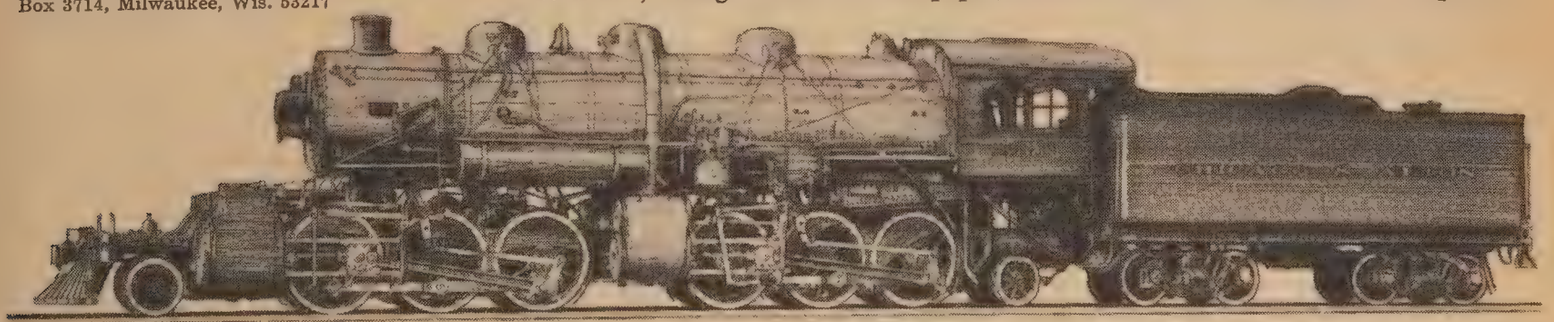
Info. on the experimental multi-pressure 3-cylinder compound 2-10-4 loco No. 8000, built by Canadian Pacific in 1931, is sought by Frank Dubery, Morgenston, Ont., Canada, who offers to pay for photos and data.

In 1910, Brooks Div. of American Locomotive Co. built two compound 2-6-6-2 types for the Chicago & Alton, class K-1. Prints and drawings of one of them, No. 700, by Don Shirley, 10 x 25", on light blue textured paper, are available at $1.25 each, postpaid, from SPUR, Inc., Box 94, Illinois Wesleyan University, Bloomington, Ill. 61701. Receipts from the sales help to finance SPUR's proposed excursion road at Monticello, Ill. SPUR now owns two steam locos (one now being refurbished), two cabooses, a coach, etc.

Many towns and cities along the Union Pacific were located at points

Keweenaw Central Rail*way*, new excursion line in Michigan, uses route of old K.C. Rail*road*. Alco-built 2-8-0 No. 29, former Copper Range loco dating from 1907, is pulling ex-Burlington suburban coach on 120-ft.-high trestle near Lake Linden, Mich.

Keweenaw Central Ry., Box 387, Calumet, Mich. Photo by Fred L. Tonne, vice pres., Box 3714, Milwaukee, Wis. 53217



Drawing of Chicago & Alton loco No. 700, available in 10x25" size for $1.25 from SPUR, as explained in item above.

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CAN YOU SOLVE OUR EASY PUZZLES?

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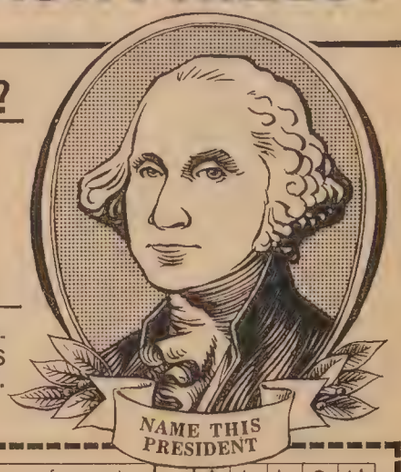

NAME THIS PRESIDENT

Official Coupon

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DIRECTIONS

Name this famous President — We've filled in his last name to show you how easy it is. Using the clues, you fill in the letters in the empty squares, that spell out his first name.

Gentlemen — Here is my completed puzzle with 10¢ for postage and handling. Please let me know if my solution is correct and rush all additional details of your $20,500.00 puzzle series.

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four quarts		A	L	L	O	N
large bird		A	G	L	E	
not under		V	E	R		
wealthy		I	C	H		
rifle		U	N			
mistake		R	R	O	R	
seven days	W	E	E	K		
not asleep	A	W	A	K	E	
four plus two	S	I	X			
worn on head	H	A	T			
eskimo house	I	G	L	O	O	
mid-day	N	O	O	N		
present	G	I	F	T		
five plus five	T	E	N			
bandit	O	U	T	L	A	W
hit with hammer	N	A	I	L		

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where potable water was available. In pioneer days, locomotives, as well as railroad personnel, required water better than that found in surface streams. Numerous wells were drilled, some to a depth of 2,000 feet. In the days of the old air-lift pump, this was considered quite an achievement. When a source of water was located, a permanent settlement often developed.

Edgar T. Mead, Jr., author of a new book, *Over the Hills to Woodstock* (we will review it next month), has succeeded the late F. Nelson Blount as chairman of the Steamtown Foundation, with headquarters at Bellows Falls, Vt. He says the 1967 attendance at Steamtown, U.S.A., 48,326, was 20 percent above the previous year's figure.

"The Reading's last steam locos, the 2100's, were not sold for scrap prices," writes Ron Murray, 4107 Kensington Ave., Philadelphia, Pa. 19124, "but were auctioned off so as to get top prices for them. Strigel Supply Co. of Baltimore, Md., owned by a railfan, paid about $18,000. He hopes to overhaul the 2102 and again put her to work on fantrips."

Richard B. Blough, 3419 W. 37th Pl., Chicago, Ill. 60632, seeks to borrow, or buy if necessary, photos and negatives of Chicago & Alton steam engines.

For sale! Frisco Lines No. 3749, a Baldwin 0-6-0 with tender, built in 1911, languishes at the Pensacola (Fla.) Scrap Processors yard. In 1957 she was used in "Wings of Eagles," a movie starring John Wayne and Maureen O'Hara. William Fleming, 6011 Forest Glen Drive, Pensacola, Fla. 32504, who is organizing a NRHS chapter there, wants to see her preserved, but extensive repairs would be required to put her in operating condition. Asking price is $5,000.

Bill, a former Frisco brakeman, is writing a book on a steam logging pike, the Florida & Alabama, on which he worked in the 1920's and '30's. He seeks pix of the line and correspondence with former employees.

An alltime Canadian National steam roster being compiled by Ray Corley, 490 Albertus Ave., Peterborough, Ont., and Tony Clegg is planned for publication in Canada next fall. They started

When J. B. Puchalski discovered the body of Paul Smiths Electric Railway interurban car recently (see picture and item, page 37), we asked Steve Maguire if he knew of any photos of the line in operation. Steve turned up the view above, showing the car at Lake Clear Junction station of the New York Central some time in the 1910's, and the one below, showing the car after its use had been discontinued in the late 1930's. Notice the two trolley poles on each end, necessitated by the off-center overhead wire.

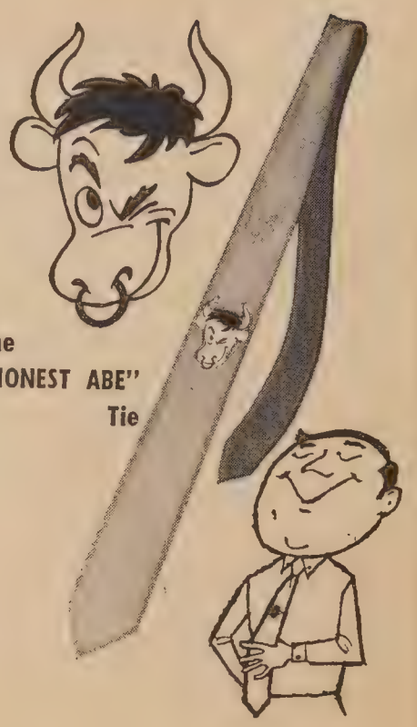
Pennsylvania, Poughkeepsie & Boston No. 2 was built by Rogers in 1889, went to Philadelphia & Reading in 1891, rebuilt to Camelback No. 231 in 1897, was scrapped in 1926. Collection of Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138

the project 25 years ago and are having trouble identifying some second-hand locos, many from the U.S., with regard to original owners, builders, serial numbers, etc., and solicit help. Among the roads involved are NP, CNO&TP, Pennsy, K&M, PC&Y, Alton, GRI, SRL&C, Rock Island, and TStL&W. Ray will send a complete list of these roads, with blanks to be filled out, to anyone who thinks he can supply at least partial information of their locos that went to CNR or any of its predecessors.

Steam Engines in England

"Ten years ago British Railways had no less than 20,211 steam engines in active service," writes John Drayton, a BR driver, 13 Sycamore Rd., Griffithstown, Pontypool, Mon., England. "Latest available figures show a grand total of 638; this number is fast being cut. London Midland Region has the most, 617, including 3 narrow-gage passenger haulers. A few Sundays ago at Edgewater Road station in London I heard the approach of a steam-hauled freight train on London Transport's Circle Line. She was the L90, an 0-6-0T, which we used to drive and fire on the Great Western. How strange that the world's greatest electric metropolitan transport system still runs steam engines! Aside from the LT, there are no common-carrier steam trains in southern England today.

Special Engineer R. E. Pearson from Illinois Central headquarters in Chicago watches prefabricated track sections being built at Valley Yard near the north end of the Redwood line. Each gang usually builds an average of about 50 track sections per day, though one gang set a record of 67. Assembling 135 such sections to the mile, the Illinois Central and other lines thus cut costs and speed up track replacement.



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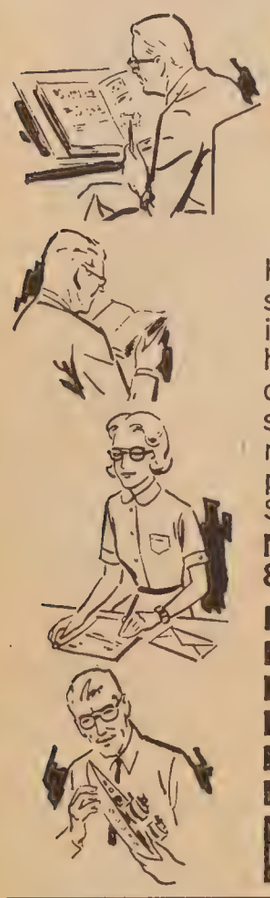

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( ) Check ( ) Cash ( ) Money Order My age is_____.

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USE THIS HANDY ORDER FORM NOW!

Shay No. 3 of Feather River Railway is seen crossing the south fork of narrow rock-walled Feather River in the area about ten miles east of Oroville, California.

Mac Owen, Box 455, Kemah, Texas 77565

"But old Great Western Railway traditions are kept alive on the Dart Valley Railway in glorious Devon. It's worth a visit for Americans who have roots there and former GI's who rode on the GWR in World War I. Just listen to that musical note as the 2-6-2 side-tanker glides through the lush countryside! No mistaking the harmonies of a Swindon-tuned whistle, either! The only U.S. Army engines left in England are on the Southern Region, but most, if not all, of them are awaiting disposal.

"By the end of this year there will probably be no more mainline steam trains in England, aside from possible fantrips, preservation societies, etc. The only remaining steam-operated passenger services on the British Railways will be at Aberystwyth in Wales. A slim-gage line with fussy little green engines in fancy trim, copper brass, and burnished steel pushes chocolate- and cream-colored cars up the mountain to the Vale of Rheidol and Devil's Bridge."

Notes on Railroadiana

World's largest catalog of electric railways material (books, maps, records, etc.) is available free from Electric Railroaders' Assn., Publication Sales Dept., 145 Greenwich St., New York, N.Y. Founded in 1934, ERA has nearly 2,000 active members. A membership blank may be had from the secretary.

Big selection of railroad movies for home showing is listed in catalog of Blackhawk Films, P.O. Box 3990, Davenport, Ia. 52808. Included are *The Great Train Robbery,* Edison's 1903 classic, and features, documentaries of steam, electric, diesel, and city transit.

American Fare Collection Assn., devoted to the study and collection of tickets, transfers, tokens, passes, etc., is now being formed. The first issue of its bulletin, *The Punchmark,* may be had upon request. Suggestions on the Association and its bulletin are welcome. Preliminary donations of $1 are sought to defray expenses. Address AFCA, care of Melvin Rosenberg, 1900 Columbia Pike, Arlington, Va.

Delaware & Hudson, latest book by Jim Shaughnessy, 479 8th Ave., Troy, N.Y. 12182 which we plan to review next month, has 450 pages, almost 600 illustrations, and retails at $15. His previous book, *The Rutland Road,* $10. Jim will sell both for $23.75, postpaid.

Lantern collectors, note that a directory of your hobby is being compiled by F.F. Hauptman, 44 Hilton Dr., West Medford, Ct. 06107. Write him for info. A mimeographed periodical part-

March 3, 1956: Pennsy B6's are being readied for second-trick crews of the Pennsylvania-Reading Seashore Lines under coal dock at Camden, N.J., while engine at right awaits servicing. Pictures like this recall glorious memories of steam days.

Aaron G. Fryer, 6001 Drexel Rd., Philadelphia, Pa.

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Some men have received their diplomas in five or six weeks. (And the cost is less than you'd imagine, with payments as little as $10 a month.)

Earnings Like These in Our Files!

Anthony Allen of Baltimore writes that he is now making $1080 a month. John Parzynski, a former plant guard, writes he has made $38 a day, working only part time. Bill Peck averaged $188 a day investigating hurricane claims. Oscar Silcox earns as much as $100 a day working as an independent investigator.

Free Employment Help

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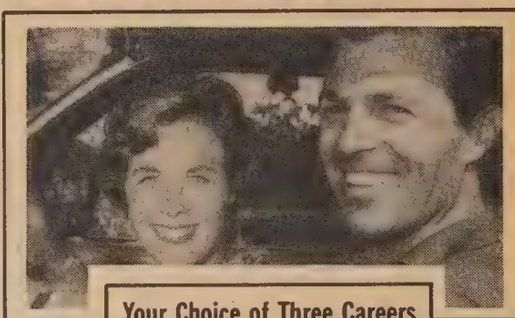

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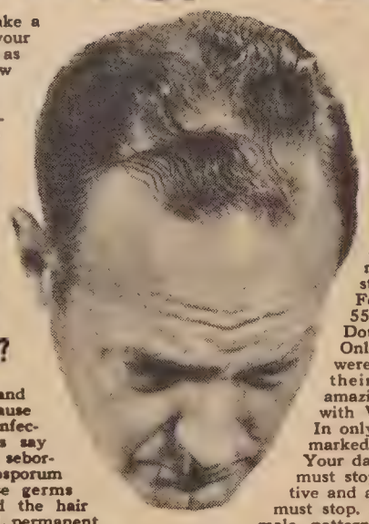
IS YOUR HAIR GROWING OR GOING?

Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?



CAN YOU SAVE YOUR HAIR?

Every year thousands of men and women go bald—needlessly—because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permanent damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

You can easily tell if you are a victim of seborrhea. If you have itchy scalp, dandruff, hair loss, very dry or oily scalp, the chances are that you have seborrhea. Neglect these symptoms and you invite baldness.

Treat your scalp to Ward's Formula. This amazing scalp medicine quickly controls seborrhea and stops the hair loss it causes.

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

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In seconds, Ward's Formula kills these three parasitic germ organisms retarding normal growth. This has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back-Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance. Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look more attractive and alive. Your hair loss due to seborrhea must stop. If your hair loss is the predominant male pattern baldness type, which neither our product nor anything else will help, accept Double Your Money Back for your trouble. If your hair loss is due to seborrhea, you must be delighted with the results. You must be completely satisfied, or simply return the unused portion for your double refund. We take all the risk. So why delay? Delay may cost your hair.

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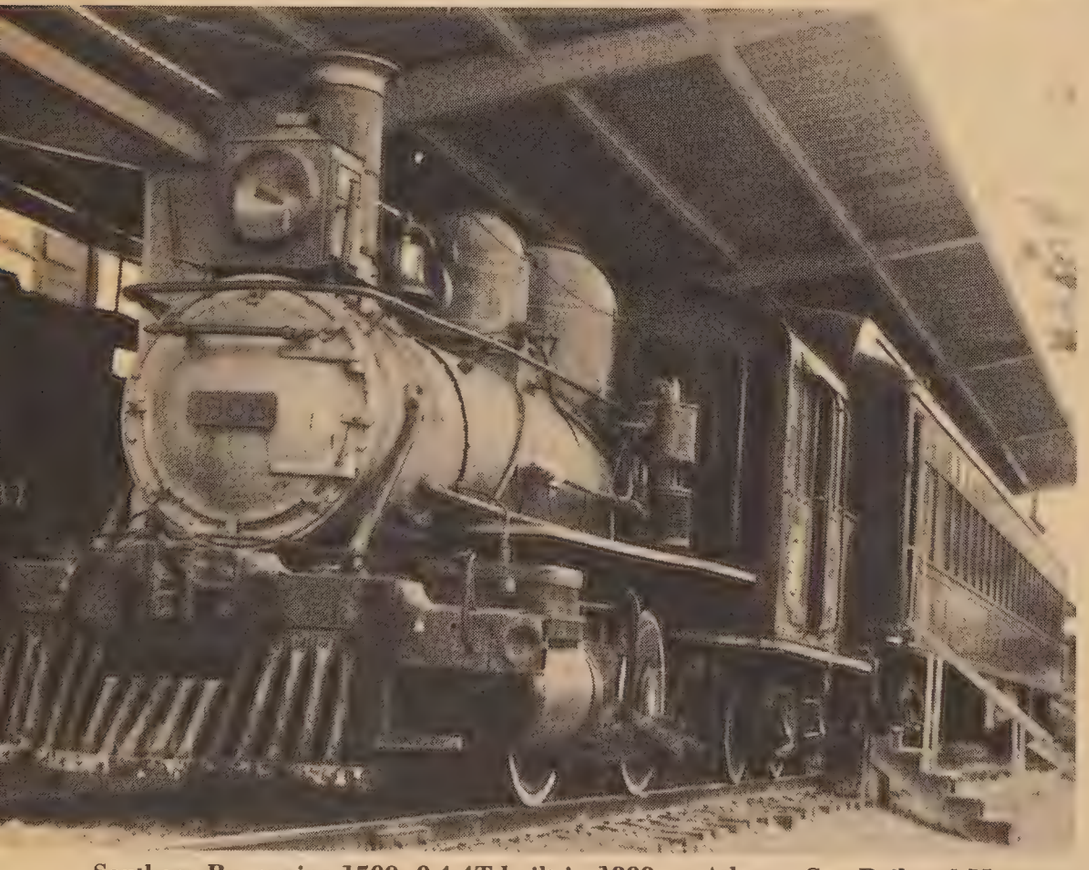

Southern Ry. engine 1509, 0-4-4T built in 1888, at Atlanta, Ga., Railroad Museum.

Elmer J. Braswell, Jr., 1581 Melrose Dr., S.W., Atlanta 10, Ga.

ly devoted to this subject is *Key, Lock & Lantern,* available at $1 a year from Paul Pietrak, Box 76, North Boston, N.Y. 14110. Incidentally, Paul needs pix, anecdotes, etc., for a book he is writing on the old Pittsburg, Shawmut & Northern. Who can help him?

For its publication, *Train News,* the Brotherhood of Railroad Trainmen seeks current photos of unusual new equipment, dramatic action shots of trainmen on the job, and pix showing exceptionally good or bad railroad safety situations. For each photo used, BRT will pay $5 on publication. Contributors need not be BRT members. Address Nathaniel R. Howard II, c/o Edward Howard & Co., 1 Erieview Plaza, Cleveland, Ohio 44114.

San Patricio Artists, Inc., 200 W. 1st St., Roswell, N.M. 88201, sells prints of Western subjects painted by Peter Hurd, including "Westbound Freight," a depot scene done in 1945. Send 25¢ for a full-color brochure.

A list of black-&-white postcards is available from Wm. R. Gordon, 811 Garson Ave., Rochester, N.Y., 14609. Three classes of cards include steam locos and trolleys of central N.Y. State, also steamboats of the Finger Lakes area, all reproduced from photos.

National Association of Railroad Passengers, 333 N. Michigan Ave., Chicago, Ill., 60601, has just issued a brochure entitled *What's the Real Story About Railroad Passenger Service?* A copy may be had free from Anthony Haswell, executive director; quantities for distribution to groups may be issued upon request. The brochure is in question-and-answer form.

Last Hoboken, N.J., ferry ran Nov. 22nd. See our January issue, page 28.

Does anyone have a larger collection of railroad movies than Ted Gay, 6 Northview Dr., Morris Plains, N.J. 07950? He has 262 tins of them, averaging 200 feet per tin, all 8mm film of railroading in U.S. and Canada, nearly all steam, shot by himself and well edited. About 40 percent are black and white, the rest are color.

Ted points out that some railroads, including the Canadian National, simultaneously operate different passenger trains with the same number on different parts of the system. It is known, too, that a few roads—the New York Central, for example—have had steam and electric locos with the same numbers. Can any reader mention specific cases of identical numbering?

Jim Seacrest's photo of Burlington train 33 in our Dec. '67 issue recalled fond memories to William T. Church of

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the CB&Q's old Sterling Division. Bill is now a Missouri Pacific conductor living at 1011 W. 52nd St., North Little Rock, Ark. 72118. "In 1952," he recalls, "I ran afoul of MP operating rules, was set out for several months, and took a temporary job as brakeman for the 'beet rush' on the CB&Q. That was the only Burlington job I ever had. It was an all-night run both ways between Alliance, Neb., and Brush, Colo.; I never did see that country in daytime. But I remember one station had a water tank that used a windmill for a pump. When the general chairman of the Order of Railway Conductors finally persuaded the Mopac to take me back on my old job, I quit the Burlington at once, not even stopping to collect a commission check that was due me for pillows I had sold on the CB&Q train."

Lack of cooperation by the FEC and GM&O forced us to cancel plans for compiling motive power rosters of those two roads. Soon, however, we will present the Illinois Central and the Illinois shortlines. ●

German Railfan Trip

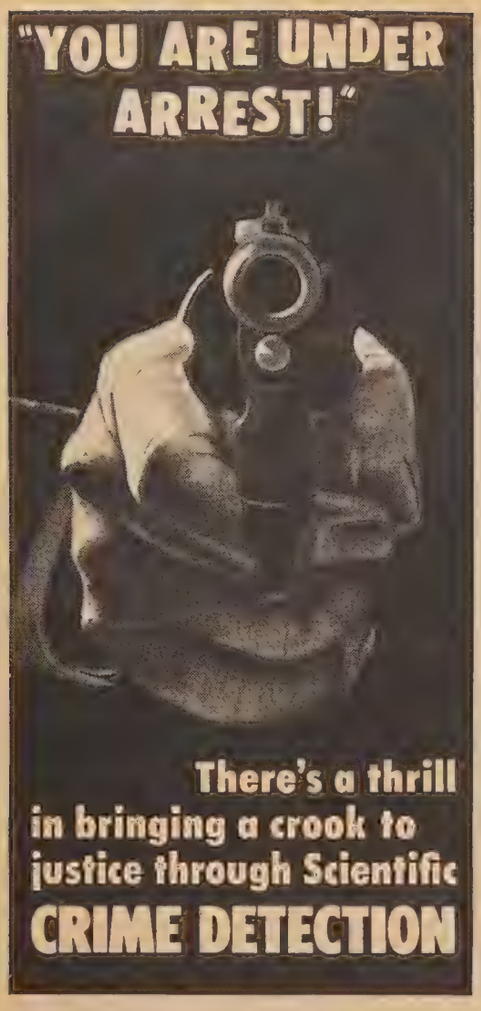
"Although steam has vanished from the Frankfurt, Germany, area," writes PFC Roger L. Patelski, RA 16900828, HHC 3rd Armored Div., APO New York, 09039, "I recently had the opportunity to ride a rare German fantrip to Nurnberg. I was able to translate the trip poster displayed at Frankfurt's main station, but with no knowledge of German, I had trouble buying a ticket. At length I raced down the platform with my ticket only two minutes before departure! Pacific No. 18323, built in 1920 for the fast *Rheingold Express,* left promptly with 7 cars of fans for an all-day excursion which included many photo stops (though the Germans must not have heard of that American invention known as the movie run) and a special side trip with 2 tank locomotives built in 1914.

"The heavy overcast day did not dampen our spirit and had no effect on the amount of film used when the rail buffs surrounded the engine at the photo halts. Some had brought portable tape recorders, and I noticed one enterprising fellow selling booklets on Pennsy steam engines. People were surprised to see the first steam engine in four years on this now completely electrified line.

"*Deutsche Bundesbahn,* the national rail system, was most accommodating. At each photo and service stop they had set up displays of steam engines and rare electric and diesel locos for us to inspect and photograph. They even distributed a miniature timetable of the special train. Two hours were spent in Nurnberg servicing the Pacific and many of us toured the transportation museum that is located near the railroad station.

"Leaving Nurnberg on time (a practice almost unheard of on American fantrips) we took a different route back to Frankfurt—via Bamberg, where we left the overhead electrification for the first time and headed for Schweinfurt, the last stronghold of steam in Southern Germany. Schweinfurt is the division point for several feeder lines extending to the border, and its roundhouse was full of 2-8-0's and 2-10-0's but the real treat of the day was the 20-mile side trip to Gerolzhofen behind a pair of old 2-6-0T's from the old Bavarian State Railways.

"The unusual push-and-pull setup with an engine on each end of the train to avoid turning at Gerolzhofen was quite a sight and attracted a large caravan of automobiles on the parallel highway. Darkness fell early and we sped back to Frankfurt, everyone looking forward to the next excursion to be held in May." ●



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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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STEAM LOCOS OF BURLINGTON, Corbin, Kerka	$15.00	($14.25)

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BOOKS OF THE RAILS

STEAM IN THE SIXTIES, by Ron Ziel and George H. Foster. 208 pages, 8x11", illustrated; Meredith Press, 250 Park Ave., New York, N.Y., $10.

The rapid disappearance of steam locomotives from the American scene has been attended by the proportional appearance of books aiming to preserve for present and future generations the image of the Vanishing Giant. Not all such attempts succeed. The works of Ron Ziel and George Foster, however, are notable for their ability to convey the subject well, to promote and recapture the scenes and sounds now gone. *Steam in the Sixties* is a worthy presentation. Non-operating engines in storage or on display are hardly considered in this treatment of steam action in recent years. Done in informal but informative style, the book is a picture story, with text in the form of long captions. Nearly all photos are bright, clear, vital representations of short lines, industrial tracks, some main stems, fantrips, and tourist-attraction lines. Typography is fine. The authors frequently interject their opinions into the narration, for such books are often intended to be subjective. Students of American railroading as well as casual railfans should find this opus valuable. (Sample photos on pages 14 and 16.)

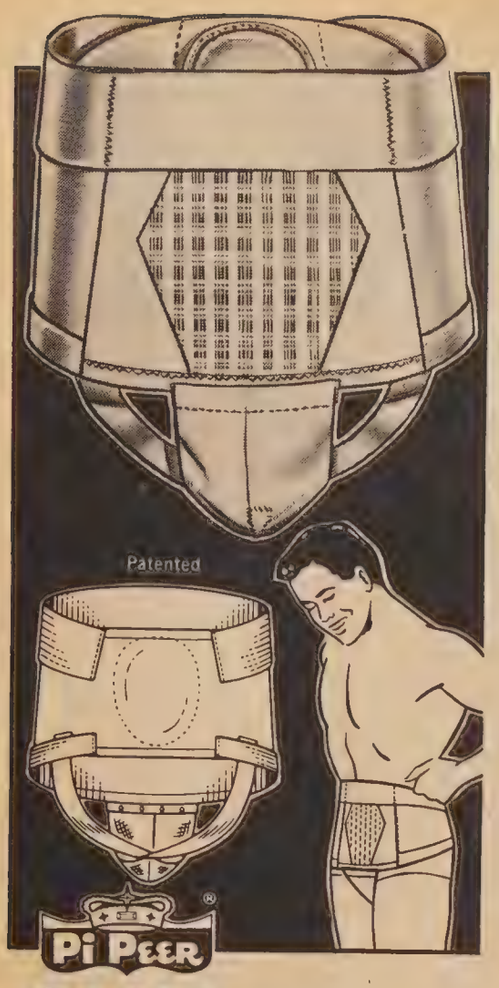
THE ALASKA RAILROAD, by Edwin M. Fitch, 326 pages, with illustrations, fold-out map, bibliography, appendices; Frederick A. Praeger, Publishers, 111 Fourth Ave., New York, N.Y. 10003, $5.95.

This unusual railway is the subject of one of the best-written rail histories we have seen. Well organized and well printed, *The Alaska Railroad* makes interesting reading matter for railfans as well as those with special interest in the line. Fitch begins by giving a general idea of what sort of operation the railroad is, then goes into its history and development. He tells of the effects of statehood for Alaska, of labor relations on the nation's only Federally-owned common carrier railway, of competition and collaboration with other forms of transportation, of the disastrous earthquake of Good Friday, 1964, and the ensuing reconstruction, of the line's management as a ward of the Department of the Interior, and of future prospects. The style is both light and serious; Fitch has the knack of relating humorous situations without detracting from—indeed enhancing—the serious purpose of providing a definitive work.

One of his anecdotes tells about a moose that had to walk on the track because snow banks on both sides were too high for it to leap over under ordinary circumstances. In this case a train crew used an extraordinary method: "When all efforts failed, someone thought of the fusees in the locomotive. . . .A fusee was lighted, and the recalcitrant moose was singed sufficiently to make a successful exit. Warmly encouraged, the big animal leaped to his feet and jumped from the track, and the railroad's moose kill for that year was reduced by one." Such anecdotes make the book highly readable. (Sample photograph on page 17.)

THE TIME OF THE TROLLEY, by Wm. D. Middleton. 435 pages, 8½x11", illustrated, index, appendices; Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, Wis. 53233, $20. (Not available from our own book service.)

Readers of Middleton's classic, *The Interurban Era*, which dealt with the



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development and decline of the interurban electric railway in North America, may have suspected that a sequel would follow dealing with the more familiar city streetcar lines. Now it's here: *The Time of the Trolley*, with the same general format and organization just as interesting. Relying on profuse illustration and containing related text, the author provides a long, nostalgic look back to the time, not really so long ago, when electric street railways afforded local transport in nearly all North American cities and many towns. The two books complement each other beautifully, with the latest being as well-produced as the other, *viz.*, big size, slick paper, and large, clear photos (though some seem to suffer from the grayish cast often associated with photo-offset printing).

Few, if any, aspects of trolley design and operation seem to have been overlooked, and an examination of the subject by geographical division makes reference easy. Indeed, there is something here for just about any juicefan, for this is a thorough work. One chapter deals with trolleys in foreign lands. The last chapter, entitled "The Return of Electric Traction," presents encouraging recent developments brought about by the belated realization that it was a mistake to abandon our trolley lines wholesale instead of adapting them to modern service. A "must" addition to any transit fan's library.

LINES WEST, by Charles R. Wood. 192 pages, 8½x11", illustrated; Superior Publishing Co., P.O. Box 1710, Seattle, Wash., 98111, $12.95.

This is a pictorial history of Great Northern operations and motive power from 1887 to 1967. There is some text, but most of it is told in captions as well as the photos themselves, which comprise a fine selection. Good coated paper and clear type help make the book worthwhile, though picture reproduction is not up to standards for a book of this price. Too many pictures are dark, of poor contrast, or have a grayish cast. The subject matter helps to make up for this, for scenery in GN country is spectacular, and many clear, interesting views are included.

RAILS, SAGEBRUSH, AND PINE, by Mallory Hope Ferrell, 128 pages, 8½x11", illustrated; Golden West Books, P.O. Box 8136, San Marino, Calif., 91108, $8.95.

As the jacket proclaims, here is "a garland of railroads and logging days in Oregon's Sumpter Valley." Anyone interested in logging and the type of railroading associated therewith will find this a delightful pictorial account of tough trees, tough men, and tough steam locos of the sort built especially for lumbering. Rosters are included of the Sumpter Valley Ry., Oregon Lumber Co., Stoddard Lumber Co., Baker White Pine Lumber Co., Cavanaugh Lumber Co., C. W. Nibley Lumber Co., and W. H. Eccles Lumber Co., plus drawings of rolling-stock. There is some text, though the many beautiful photos are featured. Organization of the material is of top caliber, and it's unquestionably a fine book.

U.S. STEAM LOCOMOTIVE DIRECTORY, compiled and edited by Victor Koenigsberg, Rte. 1, Box 140, Sheffield, Iowa, 50475; 202 pages, 8½x11", loose-leaf-bound in stiff covers for easy addition of supplementary sheets, $5.95.

At last, a handbook which steam fans need! Not long ago, steam locos were commonplace: today only about 1,400 exist in the U.S.A., mostly as non-operating displays. This may be more than you thought, but it's a big country and without a guidebook you could spend a long time tracking down (and often missing) even a few of the remaining specimens. Koenigsberg did a lot of traveling and research to com-

Donald Duke photo

William D. Middleton on Pacific Electric locomotive at Orange Empire Trolley Museum, Perris, Calif., July, 1963.

"Busiest trolley intersection in the world": Broad and Market Streets, Newark, N.J., in mid-1920's. Note Public Service trailer.
Middleton-Duke collection, from *Time of the Trolley*

pile this work, and wisely provided for additions and changes as circumstances may dictate. The engines are listed in alphabetical order of states. Each listing includes such info. as builder, date built, type, principal dimensions, gage, and present locations, whether in dead storage, on display, or in service on tourist-attraction roads or occasional fantrips. No pictures are used. Printing is by mimeograph on only one side for clarity. We often use our new office copy of this *Directory* in editing *Railroad Magazine.*

MINISINK VALLEY EXPRESS, by Gerald M. Best. 96 pages, 5½x8½", paperbound, illustrated; Golden West Books, P.O. Box 8136, San Marino, Calif., 91108, $3.95.

Some historians, like "Jerry" Best, have a talent for compiling thorough accounts and expressing them concisely in very interesting fashion. Best has turned his attention to the Port Jervis, Monticello & New York Railroad, better known to recent generations as part of the late, lamented New York, Ontario & Western. Here is the story of this interesting New York State shortline, built to six-foot gage in conjunction with Erie operation, later changed to standard gage to conform with NYO&W practice, and abandoned along with the rest of the latter in 1957. The many photos, maps, ticket reproductions, and timetables are well-chosen and well-printed. Clear type and good choice of paper and format make this a valuable reference work and an interesting story. Loco and passenger car rosters are included.

JAMES MILLHOLLAND AND EARLY RAILROAD ENGINEERING, by John H. White, curator of U.S. National Museum Dept. of Transportation, 36 pages, 8½x11", paperbound; Smithsonian Institution Press, sold for 30¢ (cash only) by Supt. of Documents, U.S. Government Printing Office, Washington, D.C., 20402.

Many railfans and students are familiar with the Smithsonian publications on early American railroading, some of them highly specialized and technical. This one combines details with an interesting narrative, written in a clear, popular style. Millholland was one of the foremost railway master mechanics of the past century, making significant advances in locomotive and boiler design during a brilliant career, mostly with the Philadelphia & Reading. Plans and line drawings of many Millholland loco designs are reproduced, as are seven photos, including one of an 0-12-0 built in 1863. With coated paper, illustrations, and a wealth of information, this is a real bargain.

BULLETIN 117 of Railway & Locomotive Historical Society, edited by Charles E. Fisher, 105 pages, 6x9", paperbound, illustrated; R&LHS, Inc., Baker Library, Harvard Business School, Boston, Mass., 02163, $3 ($2 for members).

This latest in the long and excellent series of *Bulletins* contains articles telling, in the usual concise and interesting manner, about the Bellefonte Central RR; the 1877 railroad strike; Korean National Rys.; the Richmond, Fredericksburg & Potomac period of 1865-76; first engine of the Auburn & Rochester, etc. As with all previous R&LHS *Bulletins,* this one is well worth buying, reading and preserving. Some photo reproductions are poor.

WASHINGTON, D.C. RAILGUIDE, by John J. Hilton. 22 pages, 6x9", paperbound, with photos and center-spread map, Railguide, P.O. Box 1931, Wheaton, Md., 20902, $1.25.

Shortlines and industrial railways around major cities are often difficult for visiting railfans to find, and much mainline action is likely to be missed unless you know what to look for. The railfan contemplating a visit to the District of Columbia could make no better preparation than to get this guide.

THE AGE OF STEAM EXHIBIT, second edition, edited by Everett DeGolyer, Jr., 1008 Two Eleven North Ervay, Dallas, Texas, 75201, 20 pages, 8½x11", paperbound, illustrated, $1.

A catalog of rolling-stock acquired since 1964 by the Southwest RR. Historical Society for the State Fair of Texas. Steam locos, freight and passenger cars, and a station are described in text and illustrated with good photos. Well written and well printed.

Elgin, Joliet & Eastern diesel, 2000 hp, Baldwin model 608-NA.

Shortlines of Indiana

Present-day locomotive roster compiled by Sy Reich

Algiers, Winslow & Western Railway

RR. Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
——	1-2	1000	Alco-GE	S4	B-B	69,000	244,000	1953	
——	3	1000	Alco-GE	RS-1	B-B	60,875	243,500	1945	1
——	4-5	1000	Alco-GE	RS-1	B-B	61,875	247,500	1947	1

Baltimore & Ohio Chicago Terminal

SE-1	8416-8421	600	GM-EMD	SW1	B-B	49,500	198,000	1942	2
SE-4	9509-9511	1000	GM-EMD	NW2	B-B	62,100	248,400	1940	3
SE-6C	9600-9607	1200	GM-EMD	SW9	B-B	61,625	246,500	1952	4

Central Indiana Railway

——	1	600	GM-EMD	SW1	B-B	49,500	198,000	1949	

Chicago South Shore & South Bend Railroad

——	601	600	GM-EMD	SW1	B-B	50,625	200,000	1940	5
——	701-706	2900	Alco-GE	electric	C+C	70,000	280,000	1930	6
——	801-803	5600	GE	electric	2-D+D-2	101,500	546,000	1948	7
——	900-903	1600	WH	electric	B-B	50,000	200,000	1930	8
——	1010	1440	WH	electric	B-B	42,500	170,000	1928	9
——	1011-1013	1440	GE	electric	B-B	42,500	170,000	1930	9
——	1014	1440	WH	electric	B-B	42,500	170,000	1930	9

Elgin, Joliet & Eastern Railway

——	100	2000	BW	DT 6-6-2000	C-C	108,990	363,300	1946	10
——	101-125	2000	BW	DT 6-6-2000	C-C	104,850	349,500	1948	11
——	126	2000	BW	DT 6-6-2000	C-C	106,425	354,750	1950	12
——	200-205	600	GM-EMC	SW	B-B	60,000	200,000	1936-7	13
——	206-208	600	GM-EMC	SW	B-B	60,000	200,000	1937	14
——	209	600	Alco	HH 600	B-B	59,000	195,200	1937	15
——	210-212	660	Alco	HH 660	B-B	65,200	197,500	1940	16
——	213-214	660	Alco-GE	S1	B-B	58,200	194,000	1940	17
——	215	660	Alco-GE	S1	B-B	59,850	199,500	1940	18
——	216-217	660	Alco-GE	S1	B-B	59,850	199,500	1941	19
——	220-224	600	GM-EMD	SW1	B-B	49,000	196,000	1940	20
——	225-230	600	GM-EMD	SW1	B-B	48,520	194,070	1940	21
——	231-237	600	GM-EMD	SW1	B-B	48,350	193,410	1940-1	22
——	238-246	600	GM-EMD	SW1	B-B	48,440	193,770	1941	23
——	270	660	Baldwin	VO 660	B-B	60,150	200,500	1940	25
——	271-272	660	Baldwin	VO 660	B-B	59,500	198,640	1941	24
——	300-307	1200	GM-EMD	SW1200	B-B	60,660	246,980	1960	
——	400-401	900	GM-EMC	NW1	B-B	75,000	250,000	1937	26
——	402 (1st)	900	Alco	HH900	B-B	70,050	232,000	1937	27
——	402 (2nd)	900	GM-EMC	NC	B-B	75,000	250,000	1937	28
——	403-404	1000	GM-EMD	NW2	B-B	61,340	245,370	1940	
——	405-406	1000	GM-EMD	NW2	B-B	60,850	243,390	1941	29
——	407	1000	GM-EMD	NW2	B-B	61,340	245,350	1941	
——	408 (1st)	900	GM-EMC	NC	B-B	75,000	250,000	1937	30
——	408 (2nd)	1000	GM-EMD	NW2	B-B	61,820	247,280	1942	31
——	409-423	1000	GM-EMD	NW2	B-B	60,850	243,390	1947	
——	424-434	1000	GM-EMD	NW2	B-B	60,753	243,010	1949	
——	435-443	1000	GM-EMD	NW2	B-B	60,740	242,960	1949	
——	450	900	Alco	HH 900	B-B	70,050	232,000	1937	27
——	451-452	1000	Alco-GE	S2	B-B	69,000	230,000	1940	32
——	453	1000	Alco-GE	S2	B-B	69,000	230,000	1940	33
——	454	1000	Alco-GE	S2	B-B	69,000	230,000	1941	34
——	455-461	1000	Alco-GE	S2	B-B	69,000	230,000	1944	35
——	462	1000	Alco-GE	S2	B-B	69,000	230,000	1948	36
——	475	1000	Baldwin	VO 1000	B-B	72,000	240,000	1941	
——	476-477	1000	Baldwin	VO 1000	B-B	71,395	237,980	1941	
——	478	1000	Baldwin	VO 1000	B-B	72,125	240,410	1944	
——	479-480	1000	Baldwin	VO 1000	B-B	72,040	240,130	1944	
——	481-482	1000	Baldwin	VO 1000	B-B	72,760	242,530	1944	37
——	483	1000	Baldwin	VO 1000	B-B	72,480	241,610	1944	
——	484	1000	Baldwin	VO 1000	B-B	72,850	242,830	1944	
——	500-501	1500	BW	DRS 6-6-1500	C-C	99,090	330,300	1949	38
——	600-602	1750	GM-EMD	SD9	C-C	87,050	355,080	1957	
——	700A-701A	1500	BW	DR 4-4-1500	B-B	65,300	261,200	1949	39
——	700B-701B	1500	BW	DR 4-4-1500	B-B	63,775	255,100	1949	40
——	701-723	2000	BW	DT 6-6-2000	C-C	89,785	359,140	1948	11, 41
——	726	2000	BW	DT 6-6-2000	C-C	89,500	358,000	1950	12
——	800-803	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	
——	804-809	1500	Alco-GE	RS-2	B-B	62,050	248,200	1949	
——	903-925	2000	BW	DT 6-6-2000	C-C	87,520	356,910	1948	11

Indiana Harbor Belt Railroad

ES-10m	8715-8718	1000	GM-EMD	NW2	B-B	62,075	248,300	1948	42
ES-10m	8719-8739	1000	GM-EMD	NW2	B-B	62,075	248,300	1948	43
ES-10m	8774-8789	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	44
ES-10m	8790-8802	1000	GM-EMD	NW2	B-B	61,625	246,500	1949	45
ES-10m	8811-8834	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	46
ES-12m	8835	1200	GM-EMD	SW7	B-B	61,800	247,200	1949	47
ES-12	8836-8850	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	48
ES-12m	8856-8863	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	49
ES-12	8864-8879	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	49
ES-12m	9002-9008	1200	GM-EMD	SW9	B-B	61,600	246,400	1953	50
ES-15m	9200-9207	1500	GM-EMD	SW1500	B-B	62,410	249,650	1966	
ES-15m	9208-9215	1500	GM-EMD	SW1500	B-B	61,750	247,010	1967	

Notes on Indiana Shortlines

Rosters are based on data from officials of the Ferdinand, KA&IT, Norfolk & Western, New York Central, EJ&E, IU, and TB. Accurate as of third quarter, 1967.

For the purpose of our rosters, a common carrier railroad is one with a route length less than 400 miles, listed in either the Official Guide or the Pocket List of Railroad Officials, or both. Locomotive builders: Alco-GE, American Locomotive Co.-General Electric; GM-EMD, General Motors-Electro Motive Div.; GE, General Electric; WH, Westinghouse Electric; GM-EMC, General Motors-Electro Motive Corp.; Alco, American Locomotive Co.; BW, Baldwin-Westinghouse; FM, Fairbanks-Morse; LH, Lima-Hamilton; Alco Pr., Alco Products.

(1) AW&W 3-5 were originally Duluth, South Shore & Atlantic 101, 103-104, then Soo 101, 103-104, then AW&W 3-5. Nos. 3 and 4 rebuilt in 1964.

(2) B&OCT 8416-8421 were originally numbered 216-221, class DS-3E.

(3) B&OCT 9509-9511 were originally numbered 409-411, class DS-4E.

(4) B&OCT 9600-9607 were originally numbered 590-597, class DS-17EC.

(5) CSS&SB 601 was originally Buffalo Creek 42, then CSS&SB 601.

(6) CSS&SB 701-706 were rebuilt from NYC 308, 314, 303. 343, 340, 341, originally numbered NYC 1208, 1214, 1203, 1243, 1240, 1241, class R-2. NYC 318, 334, 335, 342, which were originally NYC 1218, 1234, 1235, 1242 are still on the CSS&SB property, unrebuilt.

(7) CSS&SB 801-803, originally built for Russia, were undelivered.

(8) CSS&SB 900-903 were originally Illinois Central 10000-10003, then CSS&SB 900-903, later scrapped.

(9) CSS&SB 1010-1014, scrapped.

(10) EJ&E 100 scrapped 11/30/61.

(11) EJ&E 100-117 were rebuilt, renumbered 701-702, 903, 704, 705, 906, 707, 708, 909-910, 711, 912-916, 717. No. 118 was sold to Industrial Maintenance Service 12/66. Nos. 119-125 were rebuilt, renumbered 919-921, 722-723, 924-925.

(12) EJ&E 126 was originally Baldwin demonstrator 2001, then EJ&E 126, then rebuilt, renumbered 726.

(13) EJ&E 200 was sold to Witte Gravel Co. (or Rapides Gravel Co.) 7/1/55. Nos. 201, 204 were sold to Whisler Equipment Co. 10/13/59. Nos. 202-203 were rebuilt to hump trailers T-3, T-4, 7/54 and 1/57. No. 205 was sold to Cuyahoga Valley, renumbered 600, 12/1/55. It was traded to GM-EMD for new CV power 12/66.

(14) EJ&E 206 was sold to South Shore Ry. 8/13/55. No. 207 was sold to Georgia & Florida 4/25/55, renumbered 73; scrapped 3/64. No. 208 was sold to South Shore 6/10/55.

(15) EJ&E 209 was sold to Inland Steel 10/1/47. Renumbered 74, then sold to Lipsett Steel 4/60.

(16) EJ&E 210-211 were sold to General Standard Co. 4/5/63. No. 212 was sold to Bran Back Equipment Co.

(17) EJ&E 213 was traded to GM-EMD for new power 2/21/67. No. 214 was sold to Pullman-Standard 4/65.

(18) EJ&E 215 was sold to George R. Silcott 4/24/63.

(19) EJ&E 216 was sold to Chrome Crankshaft Co. 217 was traded to GM-EMD for new power 2/21/67.

(20) EJ&E 223 was traded to Industrial Maintenance Service through Whisler Equipment for EJ&E 408 (2nd) 2/18/63.

(21) EJ&E 225 was sold to Northern Indiana Public Service 7/10/64, renum. HF-26. No. 229 was traded to Ind. Main. thru Whis. Equip. for EJ&E 408 (2nd) 1/30/63. No. 230 was sold to Material Service 6/28/67.

(22) EJ&E 231, 233 were sold to Great Western Ry. 7/2/59, renumbered 62-63. No. 232 was sold to Northern Indiana Dock 3/27/67. No. 234 was sold to the Duluth & NE 12/4/63, renumbered 32. No. 235 was sold to Whis. Equip. 10/1/59. No. 237 was sold to American Sheet & Tin Mill 8/18/67.

(23) EJ&E 238-239 were sold to West India Fruit & Steamship 7/22/59. No. 240 was sold to Fernwood, Columbia & Gulf 6/11/59, renumbered 600. No. 241 was sold to D&NE 1/9/64, renumbered 33. No. 245 was sold to D&NE 12/4/63, and renumbered 31. No. 246 was sold to the American Sheet and Tin Mill 8/18/67.

(24) EJ&E 271 was sold to Iron & Steel Products 5/9/55. No. 272 was sold to Baltimore & Ohio 5/4/55, renumbered 375, class DS-21B, then renumbered B&O 8200, reclassed SB-1. No longer on active roster.

(25) EJ&E 270 was converted to hump trailer T-5, 9/30/64.

(26) EJ&E 400 was sold to Georgia & Florida 4/25/55, renumbered 91; scrapped 3/64. No. 401 was sold to Valdosta Southern 9/15/55, renumbered 955.

(27) EJ&E 402 (1st), renumbered 450, was traded to Youngstown & Northern 4/46 for Y&N 201, which became EJ&E 402 (2nd).

(28) EJ&E 402 (2nd) was originally Y&N 201, then EJ&E 402 (2nd), then Philadelphia, Bethlehem & New England 55 (7/6/55).

(29) EJ&E 405 was sold to D&NE 3/13/64, renumbered 34.

(30) EJ&E 408 (1st) was originally Y&N 202, then EJ&E 408 (1st) (4/46), then Marinette, Tomahawk & Western 408 (8/27/55), then Sabine Riv. & N. 408.

(31) EJ&E 408 (2nd) was originally U.S. Navy 1923, then EJ&E 408 (2nd), (1/1/63). Acquired through Whis. Equip. in trade for EJ&E 223 and 229.

(32) EJ&E 451 was traded to Y&N 4/46 for Y&N

202, which became EJ&E 408 (1st). No. 452 was sold to U.S. Steel 7/64.

(33) EJ&E 453 was sold to U.S. Steel 10/30/63.

(34) EJ&E 454 was sold to U.S. Steel 7/64.

(35) EJ&E 455-457, 459-461 were sold to U.S. Steel 7/64. No. 458 was sold to U.S. Steel 10/30/63.

(36) EJ&E 462 was sold to U.S. Steel 7/64.

(37) EJ&E 482 was sold to Minneapolis, Northfield & Southern 12/3/54, renumbered 12.

(38) EJ&E 500-501 were originally Bessemer & Lake Erie 401-402, then EJ&E 500-501 (3/56).

39) EJ&E 700A-701A were originally Baldwin 6001A, 6001A1, then EJ&E 700A-701A (1/1/50), then B&O 847, 849, class DF-9 (3/11/55), then B&O 4200-4201, class FB-1. No longer on B&O roster. These were cab units.

(40) EJ&E 700B-701B were originally Baldwin 6001B, 6001B1, then EJ&E 700B-701B (1/1/50), then B&O 847X, 849X, class DF-9X (3/11/55), then B&O 5200-5201 class FB-1X. No longer on B&O roster. These were booster units.

(41) EJ&E 705 was traded to GM-EMD 2/21/67. No. 707 was sold to Indus. Main. Serv. 2/17/67. No. 708, 723 were sold to Joliet Ry. Equipment Co. 12/30/66.

(42) IHB 8715-8718 were formerly class DES-13c. No. 8715 was scrapped.

(43) IHB 8719-8739 were formerly class DES-13d.

(44) IHB 8774-8789 were formerly class DES-13g. No. 8777 was scrapped.

(45) IHB 8790-8802 were formerly class DES-13h. Nos. 8794-8796 were sold to NYC, not renumbered. 8797 was scrapped. 8798-8802 were sold to NYC, not renumbered.

(46) IHB 8811-8834 were formerly class DES-13k. No. 8832 was scrapped.

(47) IHB 8835 was formerly class DES-16a.

(48) IHB 8836-8850 were formerly class DES-16b. No. 8836-8841 were sold to Chicago River & Indiana, not renumbered. 8842-8850 were sold to NYC, not renumbered.

(49) IHB 8856-8879 were formerly class DES-16d. No. 8872-8874 were sold to NYC, not renumbered.

(50) IHB 9002-9008 were formerly class DES-16r.

(51) IN 100 sold to Wabash, renumbered 353; then sold to NJI&I, renumbered 2.

52) K&IT 45, 47 were traded for 67-68.

(53) LE&FW 1 was originally Wabash 200, then LE&FW 1.

(54) M&W 1 was returned to builder 9/27, then sold to G.J. Hoffman, then to South Bend Sand & Gravel.

(55) M&W 2 sold to Callahan Const. Co.

(56) M&W 3 sold to St. Joseph Lead Co., then to Briggs & Turvias.

(57) M&W 4 sold to Bound Brook Crushed Stone, then to New Jersey Quarry Co.

(58) Only one M&W unit is still on roster. Disposition of remaining units is unknown to us.

(59) NJI&I 1 sold to Wabash, renumbered 2.

(60) P&E 5612-5623 were formerly class DRS-4c.

(61) P&E 5624-5625 were formerly class DRSP-4d.

(62) P&E 8904-8910 were formerly class DES-16g.

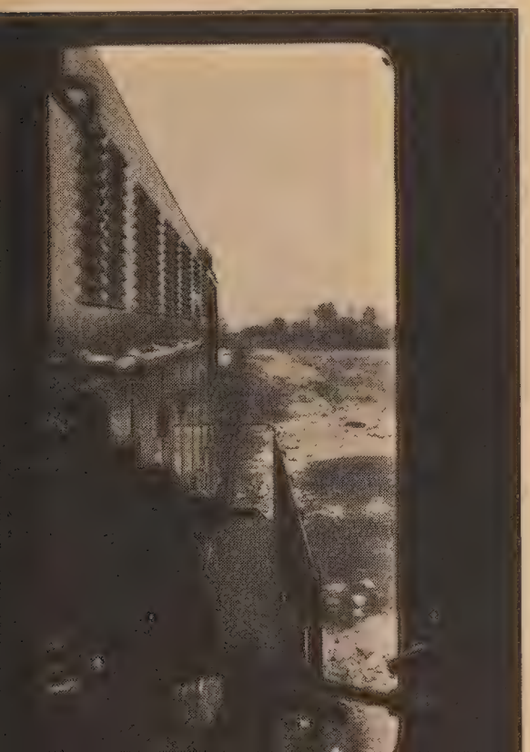
(63) TP&W 100-101 were originally EMD demonstrators 291A1, 291B1, an F3A and an F3B, then TP&W 100, 100B. No. 100B was rebuilt by TP&W to an F3A, renumbered 101. No. 100 was traded to GM-EMD for 700. No. 101 was traded to GM-EMD for 600.

(64) TP&W 300 was originally L-H demonstrator 1000, then TP&W 300, then sold to Lipsett Steel Co. in 1958; resold to Nicholson Terminal & Docks, renumbered 16.

(65) TP&W 301 was sold to Acme Steel Co., renumbered LO-3, later scrapped.

(66) TP&W 302 was sold to H. Bairstow, then to Indian Hills & Iron Range, renumbered 302.

Engineman's view of track ahead from cab of EJ&E Baldwin-built diesel.



Ferdinand Railroad

———	101	400	GE	44-ton	B-B	26,400	88,000	1953	

Indiana Northern Railway

———	100	1000	GM-EMD	NW2	B-B	61,000	243,500	1948	51

Indianapolis Union Railway

FS10	10-13	1000	FM	ALT 100.6A	B-B	34,000	240,700	1949	
FS10	14-18	1000	FM	ALT 100.6A	B-B	34,000	240,700	1950	
FS12	19-21	1200	FM	H12-44	B-B	34,000	246,000	1952	

Kentucky & Indiana Terminal Railroad

———	44-46	1000	Baldwin	VO 1000	B-B	71,245	237,480	1942	52
———	47	1000	Baldwin	VO 1000	B-B	72,245	240,980	1943	52
———	48-50	1000	FM	ALT 100.6A	B-B	72,000	240,760	1947	
———	51-52	1000	FM	ALT 100.6A	B-B	72,000	238,700	1948	
———	53-54	1000	BW	DS 4-4-1000	B-B	69,000	230,000	1948	
———	55-59	1000	FM	ALT 100.6A	B-B	62,095	248,380	1949	
———	60-64	1200	FM	H12-44	B-B	61,775	247,100	1951	
———	65-66	1200	FM	H12-44	B-B	61,800	247,200	1953	
———	67-68	1500	GM-EMD	SW1500	B-B	60,712	246,510	1966	52

Lake Erie & Fort Wayne Railroad

———	1	660	Baldwin	VO 660	B-B	49,400	197,640	1941	53

Louisville, New Albany & Corydon Railroad

———	1	300	GE	45-ton	B-B	22,500	90,000	1951	

Muncie & Western Railroad

———	1	127	Plymouth	HL	B	10,000	40,000	1926	54
———	2	127	Plymouth	HL	B	12,000	48,000	1926	55
———	3	127	Plymouth	HL	B	12,500	50,000	1927	56
———	4	250	Plymouth	ML8	B	17,500	70,000	1931	57
———	5	250	Plymouth	WLG	C	17,500	70,000	1937	58
———	6	?	Davenp't	50-ton	B-B	25,000	100,000	1938	58
———	7	400	GE	65-ton	B-B	32,500	130,000	1944	58
———	8	600	GE	70-ton	B-B	35,000	140,000	1946	58

New Jersey, Indiana & Illinois Railroad

———	1	660	Alco-GE	S1	B-B	?	?	1940	59
———	2	1000	GM-EMD	NW2	B-B	61,000	243,500	1948	51

Peoria & Eastern Railway

ERS-15	5612-5623	1500	GM-EMD	GP7	B-B	61,550	246,200	1950	60
ERS-15	5624-5625	1500	GM-EMD	GP7	B-B	61,650	246,600	1950	61
ES-12	8904-8910	1200	GM-EMD	SW7	B-B	61,850	247,400	1950	62

Southern Indiana Railway

———	100-101	400	GE	44-ton	B-B	22,000	88,000	?	

Toledo, Peoria & Western Railway

———	100-101	1500	GM-EMD	F3A	B-B	58,120	232,500	1947	63
———	102-103	1500	GM-EMD	GP7	B-B	60,100	240,800	1952	
———	200	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	
———	201	1500	Alco-GE	RS-2	B-B	57,500	230,000	1948	
———	202-203	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	
———	204-205	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	
———	206	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	
———	207	1500	Alco-GE	RS-3	B-B	57,250	229,000	1950	
———	300	1000	LH	Yd. Sw.	B-B	59,300	237,200	1949	64
———	301	1000	LH	Yd. Sw.	B-B	61,788	247,150	1949	65
———	302	1000	LH	Yd. Sw.	B-B	59,778	239,100	1950	66
———	400-401	1800	Alco Pr.	RS-11	B-B	62,075	248,300	1958	
———	402	1800	Alco Pr.	RS-11	B-B	62,100	248,400	1959	
———	600	1800	GM-EMD	GP18	B-B	60,820	247,400	1961	63
———	700	2250	GM-EMD	GP30	B-B	59,670	247,080	1963	63
———	800-801	2400	Alco Pr.	DL-640A	B-B	64,375	257,500	1964	
———	900-902	2500	GM-EMD	GP35	B-B	62,390	260,970	1965	

Twin Branch Railroad

———	4	300	WH	electric	B-B	28,750	110,000	1929	
———	5	470	GE	65-ton	B-B	39,000	130,000	1950	
———	6	470	GE	80-ton	B-B	48,000	160,000	1967	

Great Northern Railway

Present-day locomotive roster compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Bldrs. Model	Wheel Arngt.	Tractive Effort	Weight	Date Built	Notes
SW-6	1-6	1000	Alco-GE	S2	B-B	62,745	250,980	1950	
SW-6	7-10	1000	Alco-GE	S2	B-B	62,745	250,980	1950	1
SW-7	11-13	1200	GM-EMD	SW7	B-B	63,715	254,860	1950	
SW-7	14-16	1200	GMD	SW9	B-B	62,095	248,380	1950	
SW-7	17-23	1200	GM-EMD	SW9	B-B	61,925	247,700	1951	
SW-8	24-28	1200	BLHW	S-12	B-B	59,950	239,800	1953	2
SW-9	29-33	1200	GM-EMD	SW1200	B-B	62,040	248,160	1957	
—	50-51	360	GE	45-ton	B-B	22,278	89,112	1940	3
SW-1	75-76	600	GM-EMC	SW1	B-B	50,683	202,730	1939	4
SW-1	77-79	600	GM-EMD	SW1	B-B	50,683	202,730	1941	5
SW-1	80-83	600	GM-EMD	SW1	B-B	49,780	199,120	1950	
SW-2	98-99	800	GM-EMD	SW8	B-B	58,125	232,500	1951	
—	100	900	GM-EMC	NW	B-B	62,355	249,420	1938	6
—	101	900	GM-EMC	NW1	B-B	58,110	232,440	1938	7
SW-4	102-111	1000	GM-EMC	NW2	B-B	62,690	250,760	1939	8
SW-4	112-123	1000	GM-EMC	NW2	B-B	62,690	250,760	1939	8
SW-4	124-131	1000	GM-EMD	NW2	B-B	62,690	250,760	1941	8
SW-5	132-133	1000	Baldwin	VO 1000	B-B	59,945	239,780	1941	9
SW-4	134-136	1000	GM-EMD	NW2	B-B	62,690	250,760	1942	10
SW-5	137	1000	Baldwin	VO 1000	B-B	60,275	241,100	1943	11
SW-5	138	1000	Baldwin	VO 1000	B-B	60,275	241,000	1943	12
SW-5	139-144	1000	Baldwin	VO 1000	B-B	60,275	241,100	1944	13

SW-4	145-150	1000	GM-EMD	NW2	B-B	62,680	250,720	1945	
SW-4	151-162	1000	GM-EMD	NW2	B-B	61,870	247,480	1949	
SW-7	163-170	1200	GM-EMD	SW7	B-B	61,965	247,860	1950	
RS-1	175-176	1000	GM-EMC	NW3	B-B	53,500	214,000	1939	14
RS-1	177	1000	GM-EMD	NW3	B-B	53,500	214,000	1940	14
RS-1	178	1000	GM-EMD	NW3	B-B	53,500	214,000	1941	14
RS-1	179	1000	GM-EMD	NW3	B-B	53,500	214,000	1941	14
RS-1	180-181	1000	GM-EMD	NW3	B-B	53,500	214,000	1942	14
RS-3	182-184	1000	Alco-GE	RS-1	B-B	61,250	245,000	1944	15
RS-3	185	1000	Alco-GE	RS-1	B-B	61,250	245,000	1944	15
RS-2	186-195	1000	GM-EMD	NW5	B-B	54,230	216,920	1946	
RS-4	200-203 (1st)	1500	Alco-GE	RS-2	B-B	58,450	233,800	1947	16
RS-4	204 (1st)	1500	Alco-GE	RS-2	B-B	61,000	244,000	1947	16
RS-4	205-207 (1st)	1500	Alco-GE	RS-2	B-B	61,000	244,000	1947	16
RS-4	208-211 (1st)	1500	Alco-GE	RS-2	B-B	62,095	248,380	1949	16
RS-4	212-214	1500	Alco-GE	RS-2	B-B	62,095	248,380	1949	16
RS-4	215-217	1500	Alco-GE	RS-2	B-B	62,095	248,380	1949	16
RS-4	218-219	1500	Alco-GE	RS-2	B-B	61,960	247,840	1950	16
RS-5	220-227	1600	Alco-GE	RS-3	B-B	65,100	260,400	1950	16
RS-5	228-232	1600	Alco-GE	RS-3	B-B	62,475	249,900	1953	16
SW-1500	200-209 (2nd)	1500	GM-EMD	SW1500	B-B	64,750	259,000	1967	31
SDP-40	320-325	3000	GM-EMD	SDP40	C-C	91,895	367,580	1966	29
SDP-45	326-333	3600	GM-EMD	SDP-45	C-C	?	?	1967	
SD-45	400-407	3600	GM-EMD	SD45	C-C	91,990	367,960	1966	29
SD-45	408-417	3600	GM-EMD	SD45	C-C	91,050	364,200	1967	
E-7	500-509	2000	GM-EMD	E7A	A1A-A1A	57,235	339,700	1945	17
E-7	510-512	2000	GM-EMD	E7A	A1A-A1A	57,100	338,900	1947	18
SD-7	550-564	1500	GM-EMD	SD7	C-C	85,875	343,500	1952	
SD-7	565-572	1500	GM-EMD	SD7	C-C	85,930	343,720	1953	
SD-9	573-578	1750	GM-EMD	SD9	C-C	85,740	342,960	1954	
SD-9	579-583	1750	GM-EMD	SD9	C-C	86,160	344,640	1956	
SD-9	584-589	1750	GM-EMD	SD9	C-C	86,420	345,680	1957	
SD-9	590-597	1750	GM-EMD	SD9	C-C	85,990	343,960	1958	
SD-9	598-599	1750	GM-EMD	SD9	C-C	86,490	345,960	1958	
GP-7	600-605	1500	GM-EMD	GP7	B-B	61,910	247,640	1950	
GP-7	606-622	1500	GM-EMD	GP7	B-B	61,815	247,260	1950	
GP-7	623-649	1500	GM-EMD	GP7	B-B	61,815	247,260	1951	
GP-7	650-652	1500	GM-EMD	GP7	B-B	62,325	249,300	1951	
GP-7	653-655	1500	GM-EMD	GP7	B-B	61,705	246,820	1953	
GP-9	656-678	1750	GM-EMD	GP9	B-B	61,619	246,475	1954	
GP-9	679-680	1750	GM-EMD	GP9	B-B	64,000	256,000	1954	
GP-9	681-687	1750	GM-EMD	GP9	B-B	63,300	253,200	1956	
GP-9	688-699	1750	GM-EMD	GP9	B-B	63,285	253,140	1957	
GP-9	700-703	1750	GM-EMD	GP9	B-B	63,210	252,840	1955	
GP-9	704-709	1750	GM-EMD	GP9	B-B	62,970	251,880	1956	
GP-9	710-711	1750	GM-EMD	GP9	B-B	62,970	251,880	1956	
GP-9	712-722	1750	GM-EMD	GP9	B-B	62,690	250,760	1957	
GP-9	723-727	1750	GM-EMD	GP9	B-B	63,090	252,360	1957-8	19
GP-9	728-732	1750	GM-EMD	GP9	B-B	62,750	251,000	1958	
GP-9	733-734	1750	GM-EMD	GP9	B-B	62,900	251,600	1959	20
GP-5	900-903	1350	GM-EMD	GP9	B-B	59,950	239,800	1958	21
GP-5	904-915	1350	GM-EMD	GP9	B-B	60,450	241,800	1959	21
GP-20	2000-2011	2000	GM-EMD	GP20	B-B	64,050	256,200	1960	22
GP-20	2012-2017	2000	GM-EMD	GP20	B-B	63,300	253,200	1960	22
GP-20	2018-2035	2000	GM-EMD	GP20	B-B	63,775	255,100	1960	22
U-25-B	2500-2506	2500	GE	U25B	B-B	67,380	269,520	1964	23
U-25-B	2507-2508	2500	GE	U25B	B-B	67,115	268,460	1964	23
U-25-B	2509-2523	2500	GE	U25B	B-B	66,785	267,140	1965	24
U-28-B	2524-2529	2800	GE	U28B	B-B	68,525	247,100	1966	25
GP-30	3000-3016	2250	GE-EMD	GP30	B-B	65,180	260,720	1963	26
GP-35	3017-3025	2500	GM-EMD	GP35	B-B	65,060	260,240	1964	27
GP-35	3026-3040	2500	GM-EMD	GP35	B-B	64,980	259,920	1965	28

Road Diesels Listed by Original Number

P-3-7-AB	225-227	1500	GM-EMD	F5A	B-B	63,525	254,100	1947	
P-3-7-AB	228-231	1500	GM-EMD	F5A	B-B	63,525	254,100	1947	
F-T-AB	252A,B	2750	GM-EMD	(FTA)x(FTB)		115,706	462,825	1945	36
FTB	254B-255B	1350	GM-EMD	FTB	B-B	57,853	231,412	1945	
FTA	256A-258A	1350	GM-EMD	FTA	B-B	56,350	225,380	1945	
FTB	256B-258B	1350	GM-EMD	FTB	B-B	56,200	224,730	1945	
F-3-7-A	259A,B	3000	GM-EMD	(F3A)x(F3A)		117,265	469,060	1947	36
P-3-7-AB	260A,B-261A,B	3000	GM-EMD	(F5A)x(F5B)		123,875	495,500	1947	36
F-3-7-A	262A,B-263A,B	3000	GM-EMD	(F3A)x(F3A)		115,250	461,000	1947	36
F-3-7-A	264A,B	3000	GM-EMD	(F5A)x(F5A)		115,250	461,000	1948	36
F-3-7-A	265A,B	3000	GM-EMD	(F5A)x(F5A)		115,250	461,000	1948	36
P-3-7-AB	266A,B-267A,B	3000	GM-EMD	(F5A)x(F5B)		123,875	495,500	1948	36
P-3-7-AB	268A,B-270A,B	3000	GM-EMD	(F7A)x(F7B)		124,335	497,340	1950	36
F-3-7-A	271A,B	3000	GM-EMD	(F7A)x(F7A)		120,945	483,780	1952	36
F-3-7-A	272A,B	3000	GM-EMD	(F7A)x(F7A)		120,945	483,780	1949	36
F-3-7-A	273A,B-274A,B	3000	GM-EMD	(F7A)x(F7A)		121,400	485,600	1950	36
A-F-A	276A,B	3200	Alco-GE	(FA-2)x(FA-2)		125,220	500,880	1950	36
A-F-A	277A,B	3200	Alco-GE	(FA-2)x(FA-2)		128,900	515,600	1950	36
A-F-AB	278A,B-279A,B	3200	Alco-GE	(FA-2)x(FB-2)		128,900	515,600	1950	32,36
P-3-7-AB	280A,B-281A,B	3000	GM-EMD	(F7A)x(F7B)		125,870	503,480	1952	36
FTA	300A	1350	GM-EMD	FTA	B-B	58,135	232,540	1945	
F-T-AB	301A,B,C-305A,B,C	4050	GM-EMD			171,933	687,735	1945	37,39
F-3-7-AB	306A,B,C	4500	GM-EMD			172,755	691,020	1948	37,40
F-3-7-AB	307A,B,C-309A,B,C	4500	GM-EMD			181,825	727,300	1950	37,41
A-F-AB	310A,B,C	4800	Alco-GE			187,305	749,220	1950	37,42
F-3-7-AB	311A,B,C-317A,B,C	4500	GM-EMD			185,170	740,680	1952	37,41
P-3-7-AB	350A,B,C-358A,B,C	4500	GM-EMD			185,400	741,600	1947	37,40
P-3-7-AB	363A,C	4500	GM-EMD			187,765	751,060	1950	33,37,41
P-3-7-AB	364A,B,C-365A,BC,	4500	GM-EMD			187,925	751,700	1950	37,41
F-T-AB	400A,B,C,D	5400	GM-EMD			231,412	925,650	1943	38,43
F-T-AB	402A,B,C,D,404A,B,C,D	5400	GM-EMD			231,412	925,650	1944	38,43
F-T-AB	406A,B,C,D,408A,B,C,D 410A,B,C,D	5400	GM-EMD			231,412	925,650	1944	38,43
F-T-AB	412A,B,C,D-424A,B,C,D Even numbers only	5400	GM-EMD			231,412	925,650	1944	38,43
F-T-AB	426A,B,C,D,428A,B,C,D	5400	GM-EMD			231,412	925,650	1945	38,43
F-3-7-AB	430A,B,C,D-438A,B,C,D Even numbers only	6000	GM-EMD			229,385	917,450	1948	34,38,44
A-F-AB	440A,B,C,D	6000	GM-EMD			249,000	996,000	1948	35,38,45
A-F-AB	442A,B,C,D	6000	Alco-GE			249,000	996,000	1949	35,38,45
F-3-7-AB	444A,B,C,D,446A,B,C,D	6000	Alco-GE			234,425	937,700	1949	38,46
F-3-7-AB	448A,B,C,D-456A,B,C,D Even numbers only	6000	GM-EMD			234,425	937,700	1950	38,46
F-3-7-AB	458C	1500	GM-EMD	F7B	B-B	57,585	230,340	1952	
F-3-7-AB	460A,B	3000	GM-EMD	(F7A)x(F7B)		123,700	494,800	1952	36
F-3-7-AB	462A,B,C,D,464A,B,C,D	6000	GM-EMD			246,125	984,660	1953	38,46
F-3-7-AB	466A,B,C,D,468A,B,C,D	6000	GM-EMD			246,125	984,660	1953	38,46
F9	470B,C,472B,C,474B,C	3500	GM-EMD	(F9B)x(F9B)		118,900	475,600	1954	36
F-3-7-AB	500B-504B	1500	GM-EMD	F7B		57,585	230,340	1950	
F-T-AB	5600A,B	2700	GM-EMD	(FTA)x(FTB)		113,000	452,000	1941	36
F-T-AB	5700A,B-5701A,B	2700	GM-EMD	(FTA)x(FTB)		114,595	458,380	1941	36
F-T-AB	5900A,B,C	4050	GM-EMD	Note 39		165,757	663,050	1941	37

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use abbreviation: *tts*, (timetables), *emp. tts.* (employees timetables), and *SSE* (send 5¢ stamped envelope for list or details).

As this magazine hits the news stands March issue is closed. Entries for April issue should reach us before Jan. 8th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

WAYNE ALLISON, 1515 S.W. Custer Dr., Portland, Ore. 97219, buys trolley, interburban negs.

C. T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size steam and station pix, LV CNJ, DL&W, RDG, etc.

JACK ARMSTRONG, Jr., 197 N. Summer St., Adams, Mass. 01220 wants negs., pix, infor. on NYC lines in northern N.Y. State.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys entire collections of railroadiana, also auto, ship, and express items. Also sells such material.

J.M. BAK, Jr., 3250 N. Normandy Ave., Chicago, Ill. 60634, wants infor. and issues of "The Manifest," in 1930's. Will send rr. magazine list for large 10¢ SSE.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys anything FEC, any Fla. trolleyana, and general collections. Also sells, trades. Wants RPO cancellations.

W. BROSCHART, 89-32 188th St., Jamaica, N.Y. 11435, sells US and European rr., trolley, bus, trolleybus, steamship, and airline tts., negs., etc. (SSE)

BILL CARRUTHERS, 58 Princeway Dr., Scarboro, 4, Ont., Canada, disposing of surplus steam negs., Canadian rrs., sizes 620, 616, average price 25¢. State wants. (SSE)

H.B. COVINGTON, Grandview, Texas 76050, buys and trades switch keys.

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, wants 35mm color slides of steam action on High Iron Inc. trips in N.J. and Penna. in late 1967.

FRANK DELARM, 359 Glen Oaks Rd., Venice, Fla. 33595, sells N. Eng. rr. stocks, and bonds. One bond and list 25¢.

KEN DENNISON, 78 College Rd., Chestnut Hill, Mass. 02167, buys action pix of B&O class T-4 (4-8-2) 8x10.

VINCE DE SANTIS, 196 Carbon St., Paterson, N.J., will buy certain negs. of L&NE, NYO&W, L&HR, also pix of NYS&W stations. (Ed. note: you forgot your zip code, Vince.)

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 20¢. Buys, sells CN, CP, TH&B steam negs.

LARRY EASTWOOD, 2560 Fetters Mill Dr., Bryn Athyn, Pa. 19009, will buy negs., any size exc. 35mm, Budd RDC's on C&O, N&W, C&NW, C&EI, Katy.

TRAINMASTER ERLE, 2599 Alice Way, Pinole, Calif. 94564, sells exclusive photos; steam, electric, ferryboats, maps. List and sample print 10¢.

HAROLD ESTUDILLO, Jr., Eng Dept., USNS Michelson T—AGS 23, c/o Fleet Post Office, San Francisco, Calif. 96601, sells 8x10 pix ($1.50) of steam and elec. trains of Japan. Trades 35mm color slides of same for good action U.S. trains, prefers SP, UP, WP, Santa Fe.

GIL EVERSULL, 2748 Willard Ave., Cincinnati, Ohio 45209, wants color slides of ACL pass. cars in purple paint scheme.

MYRON FELDMAN, 8821 N. Keating, Skokie, Ill. 60076, wants color or b&w negs. or slides of Monon diesels, also railroadiana and hardware of same.

WM. FLEMING, 6011 Forest Glen Dr., Pensacola, Fla. 32504, sells 8x10 glossy prints of F&A steam logging engines of '20s and '30s.

AL FROHLICH, 28 Whitman St., Haworth, N.J. 07641, buys NYO&W steam, diesel, and stations pix, tts., emp. tts.

CHAS. GARDINER, 39-20 220th St., Bayside, N.Y. 11361, sells and buys ephemera and out-of-print railroad books. Lists (specify which) 10¢ each.

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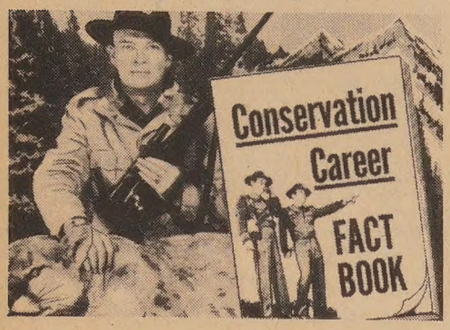

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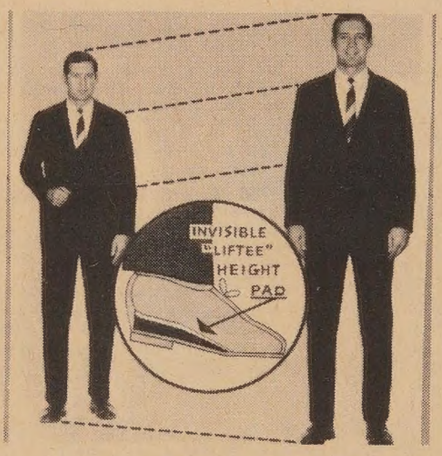

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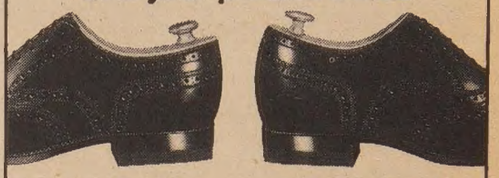

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RAILROAD MAGAZINE

SUBSCRIPTION DEPARTMENT

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LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells marked silver pieces from extinct ACL dining cars. Will send list free of marked silver from many lines. (SSE)

TOM GRAY, 956 Madrid St., San Francisco, Calif. 94112, sells size 616 negs., SP and shortlines, steam, diesel, elec., ferries, etc. (SSE)

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calf. 91770, buys or swaps rr. stocks, bonds.

COLIN GULLIVER, 157 Doncaster Rd., Tickhill, Doncaster, England, sells orig. 1914 badges of Glasgow & SW Ry., $1 each, postpaid.

DAVE HAMLEY, 121 La Crosse St., Pittsburgh, Pa. 15218, wants info. on early internal-combustion locos, lists, catalogs, etc., esp. small builders.

GRAHAME HARDY, Box 622, Carson City, Nev. 80701, buys, sells wide variety of railroadiana, Americana, Western, etc. Mail auction sales; you state price; specify your interest. Big list 10¢.

LESTER HARLOW, 5015 Cape May Ave., San Diego, Calif. 92107, wants size 120, or 116, or larger action negs. of DRG 3800-3805 and Clinchfield 670-675.

DON HAYWARD, 38 Monastery Ave., West Springfield, Mass. 01089, sells steam, elec., diesels photos, also cabooses, pass. cars, both wood and steel. Canada and Northeast. Big list 50¢

C.G. HEFLIN, Box 4192, Arlington, Va. 22204, will buy Ry. Equip. Registers and Off. Guides prior to 1947.

KARD HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells or trades, on approval, orig. 35mm Kodachrome slides of diesels in his area. No list; 900 items always on hand.

JIM HICKEY, 3306 Greenlawn, Austin, Texas 78757, will trade slides and 2¼x2¼ negs. for those of west or midwest rrs., esp. WP, NP, GN, UP.

AL HUDSON, 1505C Montclair Rd., Birmingham, Ala. 35210, buys or sells Birmingham Elec. items. Recently found large group of official BECC negs. dated 1917-'53. (SSE)

TEX HUDSON, 4760 N. Durfee St., El Monte, Calif. 91732, and Bob Hartney publish small rr. mag., 20¢ copy.

ROBT. JOHNSON, 345 Elm Park Ave., Elmhurst, Ill. 60126, buys GTW steam loco hardware; wants to hear from other GTW fans.

BOB and LOU JONES, 131 Kendall Way, Covina, Calif. 91722, sell rr. lanterns and trade rr. uniform buttons. New list available. (SSE)

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells old Railroad Magazines, Trains, others, Buys collections of same in good cond.

G. M. KIDDER, RD 1, Acton, Mass. 01720, will sell one N&W class J whistle, '94 Poor's Manual, Reid's book "Extra South." (SSE).

ROY KLAUS, 2819 Reaver Ave., Grove City, Ohio 43123, trades rr. lanterns, globes; is building up collection of Adlake 250 lanterns.

JEFF KOVACS, 491 S. Park Dr., Perth Amboy, N.J. 08861, wants diesel bldr. plates, other railroadiana. What have you?

RON LEITSCH, 18707 Ferncliffe Ave., Cleveland, Ohio 44135, will sell 7 Pennsy calendars, 1933-'42, $5 ea. plus postage or will trade same for std.-gage tinplate loco.

CHAS. MATTHEWS, Box 23, Aurora, Mo. 65605, sell old Railroad Magazines. (SSE)

J.M. McFadden, 271 N. Monterey Rd., Palm Springs, Calif. 92262, wants pix of Pullman "Palm Springs."

Doug McLEAN, 887 Eloise Dr., Cleveland Heights, Ohio 44112, wants Ottawa Elec. route map, era of World War 2; also pix of 800 and 900 series streetcars and of car barns.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, offers big railroadiana list, 10¢. Is selling his new book, "History of Hudson Valley Ry." (Ed.: he didn't state price.)

W. R. OSBORNE, 1019 SE 12th Ave., Deerfield Beach, Fla. 33441, sells B&O diesel diagrams and p.c. prints. (SSE)

DAVID PINTO, 1735 Ed. Laurin, Montreal 9, Que., Canada, will sell 12 calendars ('65-'67), good cond., mostly steam, some traction; list 5¢.

LOUIS POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, will buy pic of Candlemas, Conyngham & Milesnville coal breakers once located on LV.

JOHN POPOEZY, 3069 Ludloe Rd., Cleveland, Ohio 44120, will sell 219 (different?) issues Railroad Magazine, various dates, mostly 1941-'54, for best offer.

JIM PROKES, 7343 S. Talman, Chicago, Ill. 60629, buys tts., sells or trades much L&N railroadiana.

WM. RADCLIFFE, 4 Valley St., Webster, Mass., will swap orig. 35mm color slides of New Haven and Steamtown locos. for size 616 b&w negs.

BILL RAIA, 3319 N. Wolcott, Chicago, Ill. 60657, sells Santa Fe steam pass. action pix, four 8x10's, $2.

JIM RAMBOW, 1006 E. Ashland, Indianola, Iowa 50125, will buy negs. and pix of CRI&P steam, gas, elec., early diesels.

Miss CAROL RAWSTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, buys rr. and trolley uniform buttons.

VIC RAWSTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, will buy or trade switch keys, locks, ant. kerosene lanterns; all items must be marked.

JIM REID, 4584 Brentlawn Dr., North Burnaby, B.C., Canada, will sell one copy of "Uniform Code of Operating Rules," 1962 revision, excel. cond., $1.60 .Wants CNR Oct. '56 tt., Western lines.

FRANK REILLY, 306 Front St., Dunellen, N.J. 08812, sells steam negs. of late Robt. P. Morris collection, most roads and shortlines. List and sample 50¢. (Ed. note: Morris made many excel. steam shots.)

DON ROSS, 3821 Crater Lake Court, Irving, Texas 75060, sells sizes 616, 620 rr. pix; 40-page list and sample 50¢. Also sells pix from big trolley collection, some negs.

A.R. SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, will sell or trade photos and b&w slides of Cleveland Transit, 1946 to date. List and sample 25¢.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells 1959-'66 Off. Guides, back issues Railroad Magazine; '46, '53 Carbuilder's Cyclo.; list 25¢.

DAVE SHAYER, c/o KBMS, 301 E. Colorado Blvd., Pasadena, Calif. 91101, wants pix of traction and rrs. in Northampton and Monroe counties, Pa.

TOM SMART, 116 Gibson Rd., Louisville, Ky. 40207, sells tts., emp. tts., pix, slides, old Railroad Magazines, etc. List 25¢, refundable.

ELMER SMITH, 1341 Bowen Rd., Elma, N.Y. 14059, collects old rr. watches and lanterns with white globes and rr. initials.

HAROLD SMITH, 61-67 68th Ave., Brooklyn, N.Y. 11277, buys size 120 or larger negs. of Pennsy pass. trains west of Harrisburg, esp. Whitemarsh Div.

KEVIN SMITH, P.O. Box 163, Hummels Wharf, Pa. 17831, buys or trades postcards or rr. pix.

MIKE TACKETT, 815 McDonald Dr., Reno, Nev. 89503, will buy or trade pix, slides, negs of Nevada rrs. Has orig. V&T slides and negs.

R.M. THOMPSON, 417 E. Byrd Blvd., Universal City, Texas 78148, buys switch keys, rr. stocks, bonds, emp. tts., rulebooks, etc.

DAVE WERTZ, 11758 Riviera Pl. NE, Seattle, Wash. 98125, has rare recordings of some rr. songs by boomer 'Haywire Mac," with his guitar accompaniment; anyone in his area may tape them on request.

GERRISH WILLIAMS, 26 Overbrook Ave., Maple Shade, N.J. 08052, will buy pre-1960 suburban tts., RDG, PRR, CRNJ, DL&W, Erie, NYS&W, West Shore; also local bus tts., Phila and Camden area.

WAYNE WILSON, Enderlin, N.D. 58027, buys, trades, sells kerosene lanterns with rr. names or initials.

CHAS. WROBLESKI, Box 663, Scranton, Pa. 18501, wants negs., any size, D&LW steam, diesel.

L.L. YATES, Box 631, Falfurrias, Texas 78355, will buy one copy of "History of Vgn. Ry."

J.W. SWANBERG, RFD 3, Newtown, Conn. 06470, wants recordings of New Haven steam locos and whistles.

ERNEST FAHINI, Rte. 2, Box 231, Dalton, Ohio 44618, buys NKP employe mags.

JIM PROKES, 7343 S. Talman St., Chicago, Ill. 60629, buys tts., all rds., incl. traction. Wants book "Story of FEC."

H.H. WILLIAMSON, 830 Wilson Dr., New Orleans, La. 70119, sells big Costa Rica rr. tokens, 2 for $1. Buys rr. medals, currency, horsecar tokens.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, offers free 2x5 pix new CTS car, also doubledeck trolley trucked thru Cleveland. (SSE)

LOUIS STOCKHO, 2473 Cortez Ave., Vero Beach, Fla. 32960, buys old rr. pocket watches.

DAVE GRAF, 2872 Devin Rd., Grove City, Ohio 43123, wants P&E lantern. Has B&O and Erie caboose markers, like new, to swap for NYC, P&LE, or B&A markers; state cond.

JERRY LITSCHKE, 9023 Los Arboles NE, Albuquerque, N.M. 87112, will sell over 120 diff. issues Railroad Magazine, like new, $30 plus postage.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, buys Reading and CNJ employe mags, single issues or lots. Will trade or sell "History of Reading" for "D&H Centennial History."

Model Trading Post

H.E. JACKSON, 596 Briarwood Terr., Ventura, Calif. 93003, has Lionel, AF, Hafner, Marx, sale or trade. Buys similar items; send lists.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants AF wide-gage President's Spl., Mayflower, Flying Colonel pas. sets, AF Nation-Wide frt. sets.

T.J. PELLETIER, Palouse, Wash. 99161, will sell big toy collection, rr. cars and trucks, some old, some new, some home-made, $3000 for lot, plus shipping charge. No list; won't break lot.

JIM TANDY, Box 35, Carrollton, Ky. 41008, wants Lionel 439 panel board, 840 power station, Mickey Mouse circus train. State cond., price. ●

Pen Pals Wanted

Mrs. Susan F. Goolsby, P.O. Box 37, Dover, Fla. 33527, wants to hear from anyone who could put her in touch with her son, Wm. James Goolsby (43), last heard from Feb. '63 when working for Southern Pacific at Bakersfield, Calif.

Michael Hunter (18), 1417 Stehr St., Bethlehem, Pa., 18018.

Miss Conny Liedtke (18), 60, Volmstrasse 17, 8 Munich, Germany, who works for German Federal Rys., wants girl pen pal.

E. L. Tomberlin, 68 Oakes Blvd., San Leandro, Calif., 94557, collects taxicab business cards, needs correspondents to help get them.

Michael Mueller (14), 68 Oakes Blvd., San Leandro, Calif., 94557, collects and trades sports pennants.

Earl D. Leppert, E. 2712 Central, Spokane, Wash., 99207, wants to hear from oldtimers, esp. those who recall "Beeline Bob," old rr. condr., last name unknown.

Paul Willis Woodcrest, Rifton, N.Y., 12471, wants to hear from those interested in trolley museums and trolley models.

Edna Forester, 1210 Pacific, Kansas City, Kan. 66102.

Christine Groening (15), 57 Quigley SW, Grand Rapids, Mich. 49507.

Gayle Johnson (14), 421 Lowry St., Pampa, Tex. 79065.

Donna McKissick (18), Rte. 1, Box 13, Skellytown, Tex.

Linda Scalisi (14), 5 Woolland Ave., Colonie, N.Y. 12205.

Pepe T. Labastida, Suite 316 Filomelia Bldg., Magallanes St., Cebu City, Philippines.

Robin Smith (14), Box 72, Murray, Iowa 50174.

Joyce Wahrenberger (14), Rte. 10, Box 466-A, Houston, Tex. 77040.

Robert Davis (38), Elk City, Okla. 73644.

Peggy Runion (14), Box 35, Wheeler, Ind. 46393.

Paula Jean Monnier (20), and her sister, Carol (14), Box 33, Wheeler, Ind. 46393.

Linda Workman (14), Route 1, Box 12, Buffalo, W. Va. 25033.

Patty Davis (16), Route 1, Box 183, Delberton, W. Va. 25670.

Penny Caton (15), Route 1, Box A39, Vinton, Ohio 45686.

Christopher Asems, P.M.B. 27b, Urhonigbe, Mid-West, Nigeria, West Africa.

Paula Russo (14), 25 Kossuth Street, Piscataway, N.J. 08854.

Edith Wilson (47), 2388 Neighbors Drive, Charleston, W. Va. 25312.

Thelma Jane Smith (20), 1508 Regina Street, Midland, Mich. 48640.

Maurine Meeks (23), 421 Lowry, Pampa, Texas 79065.

Emma Lous Hamm (19), and brothers Larry (17), and Gary (16), Bellefonte Rd., Flatwoods, Ky. 41139.

Nancy Letendre, 1660 Gurney Street, Saint Paul, Minn. 55117.

Patty Doyle (14), 4347 Union, Tacoma, Wash.

Kay Vallaningham (19), 2477 Thompson Ave., Cincinnati, Ohio 45214; also Lois Yeary (29) and Mary K. Day (40), all of same address.

Susan Beazer (16), 832 22nd Street, Ogden, Utah 84401.

Mrs. Sadie St. Leon, 321 B. Court Garden Homes Estate, Savannah, Ga.

Rachel Hendricks (16), Route 1, Marietta, Ohio 45750.

Arsenia Gelsano, 322 Caridad Street, Matalom, Leyte, Philippines.

Brenda Craig (14), Route 1, Buffalo, W. Va. 25033.

Carolyn Holderman 2112 Sunrise Ave., Modesto, Calif. 95350.

Allen Veeder (16), 297 Grandview Street, Moose Jaw, Sask., Canada.

Sp. 5 J.H. Ramsey, RA 17366414, Co. B, 2/16 Inf., First Div., APO San Francisco, Calif. 96345. ●

Comments and Corrections

J. Buckley, commenting on our Fla. shortlines rosters (Oct. '67), says Atlanta & St. Andrews Bay 901-903 became U.S. Army 8010-8012; and 8011, sold to Alaska Railroad, became 1031. But this info does not check with Alaska data in our possession. Also, Port Everglades Belt Line 300 was sold to Charles City Western in 1945, renumbered 201; then sold to Iowa Terminal in 1966, renumbered 45.

Harold Truett says Gainesville Midland, listed in our Georgia shortlines rosters (Nov. '67), owns one SDP40, No. 10; we cannot confirm this.

Betty Tone's painting on our January cover shows New Haven engine 33, not Jersey Central as our Mail Car stated. ●

You Schedule the Orders while Your Servicemen Bring You $18 an hour gross profit

Yes, that is your hourly gross profit from the work of only three servicemen . . . at "national-price-guide" rates. And this is much easier to do than you think. We show you how . . . step by step. Duraclean dealers find it is easy to gross $6 per hour on EACH serviceman plus $9 per hour on any service they themselves render. Your income is limited only by the number of servicemen you employ. The 24 page illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a **clear net profit** to you.

Start while Continuing Present Job

We furnish all the equipment... and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location

Start Small, Grow Big...in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Own a Nationally Advertised Business

Your Services Are Commended by McCall's Magazine, American Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Gerald Weihrauch: "Insurance job brought me $205.70 in single day. Another, $300".

Leo Barnett: "I started spare time and took in $140 in one night after supper. Now, full time, I can make as much in a week as I used to make in a month working for others".

Willis Tatro: "After two years of good profits we sold our business for five times the cost".

Arlin Rae: "I have work scheduled for three weeks in advance. I averaged $122 a day for the last ten days".

Blanche Blood: "Duraclean brought me security and an education for my daughters. We've done as much as $3,000 on a single job".

Loren Farris: "Did the carpeting in a furniture store in less than 3 days for $400. Now get all their customer business".

Robert Wheeler: "The professional quality of Duraclean Service has earned the respect of carpet dealers and wholesalers. I've earned $117.50 in an eight hour day".

Wilmer Suders, Jr.: "Building steadily. Last month grossed $2,012. One job came to $752".

John Szymanski: "Making 50% more than on any job I ever had. I've earned as high as $1,300 in a single week, as much as $2,700 on one job".

Ernest Shulda: "I never knew a company as eager as Duraclean to help their franchisees succeed".

R. Geisman: "Using the direct mail program we sold 10% on actual jobs. We also get a lot of referrals from happy customers".

Jerry Baker: "I don't know of any other business in which a man can make as much per hour".

Walter Parsons: "It would take a man years to build up the fame he gets automatically with the Duraclean name. It's a household word"

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken tomorrow . . . so mail coupon **today.**

Find Out with NO OBLIGATION

Mail this coupon TODAY

It may put you in business

Duraclean Co. 8-701 ,Duraclean Bldg., Deerfield, Ill. 60015

With no obligation mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

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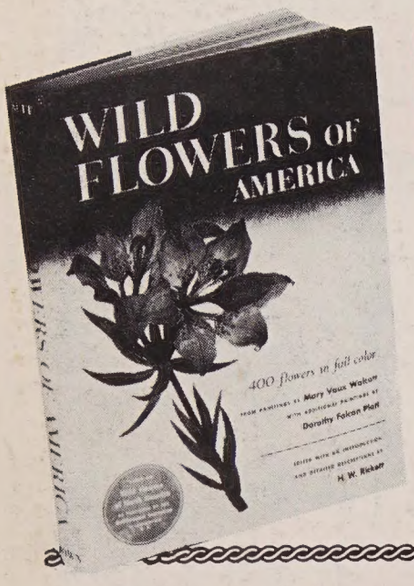

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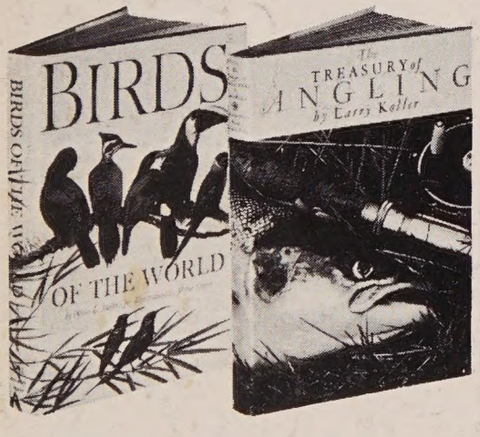

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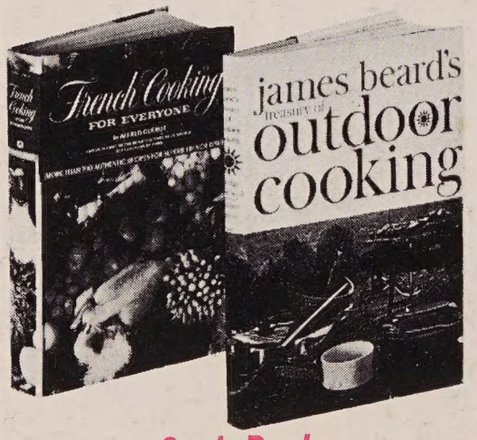

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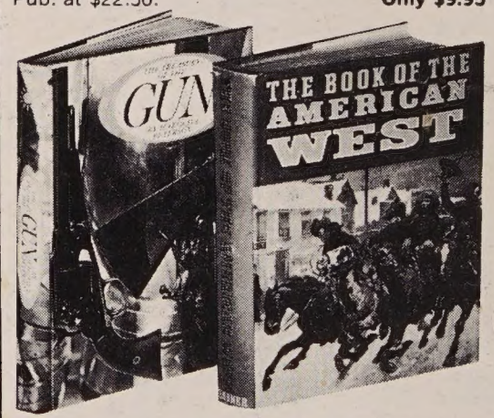

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